# RAF Scampton

Historic Characterisation October 2004

ENGLISH HERITAGE

ATKINS

GR1263

# RAF Scampton

Historic Characterisation

# CONTENTS


| | | |
|---|---|---|
| **1.** | **INTRODUCTION** | **1** |
| **2.** | **METHODOLOGY** | **4** |
| **3.** | **TOPOGRAPHIC, ARCHAEOLOGICAL & HISTORIC BACKGROUND** | **9** |
| **4.** | **THE HISTORIC DEVELOPMENT OF RAF SCAMPTON** | **14** |
| **5.** | **THE VALUE & SIGNIFICANCE OF RAF SCAMPTON** | **20** |
| **6.** | **THE CHARACTER AREAS** | **29** |
| **7.** | **FUTURE MANAGEMENT ISSUES** | **61** |
| **8.** | **REFERENCES** | **65** |
| **9.** | **FIGURES** | **66** |


Unless otherwise stated all photographs taken by Atkins 2004, including reproductions of archive photographs from the RAF Scampton Museum

## Figures


Figure 1: CHARACTER AREA PLAN
Figure 1b: BURIED ARCHAEOLOGICAL POTENTIAL
Figure 2: FIRST WORLD WAR AERODROME
Figure 3a: EXPANSION PERIOD AIRFIELD
Figure 3b: EXPANSION PERIOD BUILDINGS
Figure 4: SECOND WORLD WAR AIRFIELD
Figure 5: COLD WAR AIRFIELD
Figure 6: HANGARS & TECHNICAL AREA
Figure 7: RUNWAY & DISPERSAL WWII
Figure 8: RUNWAY & DISPERSAL 1950s
Figure 9: UNIT STORAGE
Figure 10: BLUE STEEL
Figure 11: STORAGE & PARKING
Figure 12: BASE ENTRANCE
Figure 13: PARADE GROUND
Figure 14 ACCOMMODATION & ADMINISTRATION
Figure 15: OFFICERS' MESS
Figure 16: ACCOMMODATION COLD WAR
Figure 17 RECREATION
Figure 18: SPORTS & MEDICAL
Figure 19: SERVICES & UTILITIES
Figure 20: DERELICT OPERATIONS
Figure 21: POST-WAR CLEARANCE
Figure 22: SCHOOL
Figure 23: MARRIED QUARTERS 1930s
Figure 24: MARRIED QUARTERS 1950s
Figure 25: MARRIED QUARTERS 1960s

# 1. INTRODUCTION

## 1.1 RAF Scampton

Of all the RAF Bomber Command airfields, RAF Scampton is perhaps the best known. It originated as a First World War training aerodrome and Home Defence Flight station, but closed within two years of the end of the First World War. Selected under the RAF Expansion Scheme, it was built up again in the 1930s, and its squadrons were in action from the first day of the Second World War, including in the 'Dambusters' Raid on the Ruhr Dams by Scampton's 617 Squadron for which the base has become famous. During the Cold War, Scampton was also one of only two V-bomber airfields where the *Blue Steel* 'stand-off' missile was deployed from 1962.

The base is owned by the Ministry of Defence, and is managed and used by the RAF. Since the temporary closure of RAF Scampton in 1996, and subsequent partial reactivation, the base has provided a home for the RAF Aerobatic team (RAFAT) the Red Arrows, and to other private companies, temporarily, for the maintenance and storage of aircraft.

Scampton is currently the subject of a number of different studies by English Heritage, as part of their Designation Review programme (see below). The studies include assessment of individual buildings on the site to inform a programme of designation, and a full Historic Characterisation, for which this document provides the report.

## 1.2 The principles of Characterisation and character based management of historic sites

Characterisation is a means of understanding both the historic and recent development of a place that have contributed to its current distinctive character. It can be applied broadly at landscape level, or at a finer grain for urban areas or sites which fall between those categories, such as large industrial sites, small settlements, key military sites or coastal zones. The technique provides a comprehensive information base as a point from which proposals for spatial planning and development can be considered. Characterisation also provides the basis for assessing buried archaeological potential and other environmental constraints, but focuses primarily on *enabling* change, rather than prohibiting it. The emphasis of Characterisation is on providing context – an understanding of the historic continuity into which current and future development should fit, if the distinctive quality of a place is to be maintained and enhanced.

Characterisation as a way of managing change in the historic landscape, was pioneered in Cornwall in 1994, and has now developed into a major County level programme which covers more than half of England. Characterisation for Bletchley Park, the historic dockyards at Devonport and Portsmouth and that for Scampton are the first examples of the application of Characterisation to defined military and industrial complexes. The Scampton work is intended to inform proposals for the future management of the site, and will provide a template for future management agreements on other similar sites across England.

## 1.3 This document

This document presents the results of the Characterisation carried out at RAF Scampton

by Atkins for English Heritage in the Summer of 2004. The overall results of the work therefore consist of:

- This report, explaining the background to the Characterisation and describing the Character Areas identified.
- A collection of computer based maps, plans and aerial photographs, contained within ArcView Geographical Information System software for future use in managing the heritage of the site.

### 1.4 Planning and development background

At present, the site, and its buildings, spaces and features have no statutory protection. The 1930s 'C-Type' aircraft hangars have been recommended for listing under the military aviation thematic study *(Lake, 2003)* and the Blue Steel Servicing Facilities were highlighted for possible designation as part of the MPP Cold War report *(Cocroft, 2001),* although they have subsequently been recorded and demolished. There has been no assessment yet of buried archaeological potential on the site, nor review of the boundaries of a single Scheduled Monument (a Roman villa) which lies just outside the site to the south west.

In April 2004, the Armed Forces Minister announced that a number of RAF support units currently based at Brize Norton, Sealand, Boulmer and Neatishead will move to RAF Wittering and Scampton.

Scampton is not operational at present, but the MoD has undertaken a study over the past year into the potential for reuse and development of the base. This study has been fully endorsed by the RAF who are seeking approval for the proposed changes from the Minister in 2004. It is currently proposed that two and a half thousand people will be relocated to Scampton, between 2004 and 2012. Existing buildings will need to be renovated for immediate use as a first phase of this reactivation.

A number of contractual frameworks have already been entered into which will modernise and re-use various redundant buildings at Scampton. Some of the housing has been sold off (approximately 20% of Married Quarters). There is still sufficient housing available to accommodate the increase in personnel over the next few years, but in the longer-term, new accommodation will need to be built within the boundary of the site. Adaptation of the barrack blocks is needed as a matter of urgency. Demolition of some blocks may occur in the future to make room for more modern buildings.

### 1.5 Designation Review, and the Pilot Project at Scampton

In response to the Government's consultation paper *Protecting the Historic Environment: Making the System Work Better* (DCMS 2003), English Heritage are testing a number of new ways of managing the historic environment, through 30 'Pilot Projects'. While statutory protection of sites will continue, the Pilot Projects will review the way in which change on those sites is managed.

Questions to be answered through the Pilot Projects include:

- how to manage sites where Listing, Scheduling and Conservation Area designation may all have relevance;
- how to develop statutory management agreements to accompany designation, or even to replace it in some instances;
- how to integrate historic environmental management with other environmental management regimes; and

- how partnerships between owners, operators and regulatory authorities can be developed.

RAF Scampton has been chosen for one such 'Pilot Project'. The English Heritage designation team are gathering information about the individual buildings and other assets on the site, while the Characterisation will provide the information base upon which a 'management agreement' for the site can be constructed. This may include agreement on a number of principles or policies to be respected during development in relation to specific parts of the site identified through Characterisation, as well as guidance for re-use of key buildings identified by the designation team.

The Pilot Projects are intended to report finally in 2006/7, in order to inform new legislation and government policy. Any management agreement resulting from a Pilot Project will become statutory once new legislation is passed.

### 1.6 Why Scampton? Our military and Cold War heritage

In 1997, English Heritage hosted a seminar entitled 'Monuments of War'. The seminar covered a diversity of topics and themes relating to the management of the many structures, earthworks and other remains which today represent the global conflict which has characterised the twentieth century. Through this seminar, a basis for considering the future management of military sites was developed. A number of thematic designation surveys of the MOD estate have since been carried out including *Twentieth Century Military Sites* by Jeremy Lake (Lake 2003) and *Cold War Monuments: an assessment by the Monuments Protection Programme (Cocroft 2001)*. A number of other publications also deal with this resource, including *Modern Military Matters: studying and managing the twentieth-century defence heritage in Britain, a discussion document* edited by John Schofield (2004); *Cold War, Building for Nuclear Confrontation 1946-1986* by Wayne Cocroft and Roger JC Thomas (2003); *Monuments of War: the evaluation, recording and management of twentieth-century military sites* English Heritage (1998); *Military Wall Art: Guidelines on its significance, conservation and management*, English Heritage (2004). The importance of our historic airfields is made clear in English Heritage's '*Historic Military Aviation Sites Conservation management Guidance*' (2003). Airfields are generally considered one of the categories of defence heritage which have been least understood and are potentially most threatened by the process of disposal and redevelopment.

RAF Scampton was chosen as the subject of a Pilot Project, partly due to the identification of a number of the key values and significances of the site in the Monuments of the Cold War survey (2001). In addition to the particular management issues arising from these Cold War significances, the associations of the airfield site and its development from the earlier part of the 20th century makes it an ideal subject for testing new approaches to conservation and management.

## 2. METHODOLOGY

### 2.1 The project scope

The methodology for this Characterisation follows the template project design for 'Characterising Heritage Places' issued in draft by English Heritage in October 2003. Specific details of the methodology employed at Scampton, and described below, were agreed between Atkins and English Heritage in March 2004.

### 2.2 Previous work on the site in relation to the characterisation project scope

Four significant pieces of research have already been carried out, or are underway, which contribute to our understanding of the development and key significances of the layout and structures at Scampton. These sources have been heavily drawn on in the preparation of the Characterisation.

- *'A Survey of Military Aviation Sites and Structures'* (Lake, 2003) which identifies key periods, incidents and developments in the site's history.

- A report on Cold War Monuments prepared as part of the Monuments Protection Programme, which identifies the events and changes to the site which occurred in the 1960s when facilities and buildings were developed to support the British nuclear deterrent. The MPP entry encompasses the servicing facilities created from the 'T2' hangars, the adjacent Avionics Building, associated features and outbuildings, and the detached fuelling building.

- Detailed research by Paul Francis *(Francis, P, 2004*). This provides a history of the site's development in terms of structures and layout; an operational history; an inventory of buildings with notes on uses and condition; photographs of representative buildings and structures; and maps and plans showing phases of airfield development.

- Work undertaken by the English Heritage designation team in the Spring of 2004, which has identified key buildings and areas which are of particular historic significance or architectural merit.

Of these pieces of work, the most comprehensive in terms of detail published so far is by Francis (2004). While Francis' work provides both a full account of the history and development of the airfield, in relation to key global events, and also provides detailed assessment of the surviving fabric and buildings on the site, this current Characterisation adds the following:

- A distinction between different areas of the site, based on date, function and current character.

- An encapsulation of the key values which underpin the importance of the site.

- Definition of the character of each area, together with identification of particular values represented in each.

- Identification of management opportunities, to be considered in the development of future agreements for the site.

### 2.3 Study Area

The Study Area is limited to the fenced area of the current base, but references are made also to the Officers' Married Quarters, formerly within the Base but now to the south of the

site. In addition, the topographical context and influence of the airfield in the landscape of West Lindsey (within an area of approximately 9km square) has also been described in Chapter 3.

### 2.4 Data Sources

Paul Francis' primary research was used to develop an appreciation of the development of RAF Scampton from 1916 through to the present day, in the context of global events.

1st and 2nd edition OS maps were used to develop an understanding of the effect the airfield has had on the surrounding landscape, and to trace the development of the airfield itself.

Key data relating to the development of the airfield was obtained from a series of aerial photographs of the site taken from 1916 onwards. Some of the most informative of these aerial photographs now form part of the Characterisation GIS dataset.

Detailed current plans of RAF Scampton were provided by Defence Estates for reference.

Information from previous archaeological investigations, in particular desk-based assessments and evaluations, provided material for the historical background and the assessment of the potential for the survival of archaeological remains on the base.

Lincolnshire County Council Sites and Monuments Record (SMR) was consulted, and information relating to archaeological sites within a 1km radius of the airfield was collected to give an overview of the known archaeological and built heritage resource of the immediate area.

In addition, informal conversations were held with current base personnel and with other individuals with longer family connections to the base, as well as with the resident archive and museum curator Merv Hallam, for additional information about particular buildings and areas.

### 2.5 Character Area Identification

Character Areas have been defined according to their origin and functions, and the extent to which these attributes contribute to present day appearance and layout. The areas were initially defined using desk-based information, and were refined following site visits. Information on condition and survival was also collected during site visits.

A draft of the Character Area plans was produced, which was sent out to consultation to other parties involved in the study of the site. Plans were then amended and finalised.

### 2.6 Phase Plans

Phase plans have also been developed to illustrate the broad historical physical development of the airfield, in terms of extent and development of major areas of key features.

The main periods of development can be identified as:

| | |
|---|---|
| WWI | 1914 – 1919 |
| Expansion Period | 1932 – 1937 |
| WWII | 1937 – 1945 |
| Cold War | 1946 – 1989 |

Changes in the airfield extents and areas of development for each period (and details of structures built at this time, where known) are presented as separate GIS layers, resulting in a 4 layer plan of the development of the airfield.

## 2.7 Principal Buried Archaeological Potential

Based on the known archaeological resource within the surrounding area, a plan was produced showing the likely buried archaeological potential within the airfield. Areas of buried archaeological potential have been characterised as **Roman & Saxon**, associated with Ermine Street and Scampton Roman villa; **General**, associated with all other periods, and **Airfield**, associated with remains of earlier airfield activities.

## 2.8 GIS Methodology

GIS allows maps and photographs of the site in different periods to be overlaid, in order to be able to trace the development of a site over time. The Character Area mapping also forms part of the data set, together with interpretative phase plans. The development and former features of current Character Areas can be viewed by drilling down through the GIS layers. Further information on each Character Area is also available through a linked database which can be queried. It will be possible to develop this dataset as necessary, in a planning context and as the site continues in operation.

The following data sets have been used to develop the Scampton GIS.

- Ordnance Survey Master Map (OS MM) lines and areas, supplied by English Heritage
- OS 10,000 Epoch, supplied by English Heritage
- the RAF Scampton Site boundary, supplied by the Defence Estates
- SMR (Sites and Monument Record) data from Lincolnshire County Council
- AGLV (Areas of Great Landscape Value), and Landscape Character Areas supplied by West Lindsey District Council
- Aerial photographs, supplied by English Heritage, from:
  - The early 1920s
  - 1939
  - 1946
  - The 1980s

The primary data sets were processed as follows:

- Each dataset above was loaded[1] into the GIS as an individual layer
- The OS maps were directly loaded into the GIS
- A coordinate transformation was applied to the site boundary, supplied as a CAD file
- SMR data supplied as MapInfo files were converted into Shape Files
- The aerial photographs were supplied as TIFF files. These were loaded into the GIS and geo-referenced using both the OS MM Lines and the OS Epoch 1 to select the GCPs (Ground Control Points).
- The thematic layers were created from the information gathered on site by digitising from hand drawn maps.

Using a combination of the above data sets and primary on-site data collection, the following maps and thematic layers have been created:

- Historic Character Areas
- Areas of Buried Archaeological Potential

[1] *Some of the site extent and development thematic layers have been split into 2 or more layers to facilitate their manipulation.*

- WWI aerodrome extent and main area of development
- Expansion Period airfield extent and main area of development
- Expansion Period buildings (extent of main groups)
- WWII airfield extent and key features
- Cold War airfield extent

**Database Structure**

A database was constructed, using Access 2000, to record an assessment of each Character Area according to fixed criteria. The criteria were each represented by a database field, listed and described below. The database is linked to the GIS and can be queried in relation to each Character Area.

As information relating to the site is acquired through other studies of the site, the database can be developed, and additional data added.

| Field | Description |
|---|---|
| **ID** | Each Character Area is given a unique identifier to prevent duplication or key violation |
| **Author** | Initials of the data originator |
| **Date** | Date of data origin |
| **Character Area** | Given name of Character Area, e.g. **PARADE GROUND** |
| **Function (multi-entry)** | Active Military<br>Residential<br>Administrative<br>Utility<br>Storage |
| **Period (multi-entry)** | Pre-airfield<br>WWI<br>Expansion<br>WWII<br>Late C20th |
| **Form: Reason for distinctive-ness (multi-entry)** | Building types<br>Building features<br>Layout/plan<br>Functions<br>Associations<br>Complexity<br>Survival<br>Buried Archaeology<br>Other significant feature |
| **Form: Development** | Planned<br>Organic |
| **Form: Scale (multi-entry)** | Ground level<br>2/3 storey<br>High rise/large scale<br>Buried/sub-surface |

| Field | Description |
|---|---|
| **Form: Density** | No buildings<br>Isolated feature<br>Dispersed<br>Cluster<br>Ribbon |
| **Building Materials** | Brick built<br>Steel framed<br>Concrete built<br>Cement rendered<br>Mixed<br>No buildings |
| **Building Type (multi-entry)** | Taken from the EH NMR Thesaurus of Monument Types |
| **Building Further Details** | Free text, further relevant information |
| **Historic Periods Represented** | Information relating to the different uses for the Character Area in the past, using SMR data, OS 1st & 2nd edition maps, and site plans/aerial photographs |
| **Potential for Buried Archaeology (multi-entry)** | Prehistoric<br>Roman<br>Medieval<br>Airfield related |
| **Complexity** | Continuous single use, historic to present<br>Multi-period, varying use to present day<br>Multi-period, varying use, abandoned<br>Single use and abandonment |
| **Condition** | Maintained for use<br>Externally maintained<br>Needs refurbishment for use<br>No refurbishment possible |

| Field | Description |
|---|---|
| **Survival/ Completeness** | As built<br>Building features adapted but plan form intact<br>Buildings altered/extended but plan form intact<br>Integrity of plan form compromised<br>Plan form no longer legible |
| **Value: Military (multi-entry)** | In use<br>Potential for use<br>Military heritage significance<br>Military social/community |
| **Value: Community (multi-entry)** | Educational<br>Amenity<br>National significance |
| **Value: Historic (multi-entry)** | Rarity<br>Documentation<br>Legibility<br>Historic associations<br>Contribution towards significance of site<br>Reflection of key functions and processes<br>Intrinsic value<br>Specialist value |
| **Further Details** | Free text to list sources and other notes |

# 3. TOPOGRAPHIC, ARCHAEOLOGICAL & HISTORIC BACKGROUND

## 3.1 Introduction

As it developed, RAF Scampton made an increasingly dramatic imposition on the surrounding rural landscape. This section sets out the topographic context of the airfield, the known archaeology and history of the area before the establishment of the RAF base, as well as an examination of the impact of the base on the landscape.

## 3.2 The Lincolnshire Edge

The Lincolnshire Edge, a Jurassic limestone ridge, forms the distinctive backbone of the county from Whitton on the Humber Estuary in the north, down to Grantham in the south. It provides a continuous homogenous landscape of high quality agricultural land, with a number of local variations. To the west of the Edge, the gently undulating Trent Vale eventually flows into the moors and levels of Humberhead, draining to the Humber Estuary. To the east there is a gentle transition into the Central Lincolnshire Vale between the Humber and Lincoln, while south of Lincoln the Edge is bounded by a narrow finger of Fenland, which follows the River Witham into Lincoln. To the south, the Edge merges into the more undulating Kesteven Uplands.

Along the top of the Edge a series of airfields have been developed, including Waddington, Cranwell with its RAF College, and Scampton. They lie within an open landscape, consisting of rectilinear fields and few boundaries.

*Looking west down the A1500 to the 'Edge'*

*View across the open landscape west of RAF Scampton*

## 3.3 The Lincolnshire Edge villages and the landscape around RAF Scampton

Scampton parish and its neighbours form a series of strips running east to west. The strips accommodate the nature of the topography and the geology of the area, ensuring each parish has a share of high ground (sheep grazing), more fertile land around the spring line (arable), and wetter land towards the river (pasture and meadow for cattle and horses). Linear parish forms are well known throughout England, particularly where downland or uplands run down through a spring-line. In this part of Lincolnshire, this pattern is followed all along the Lincolnshire Edge and is likely to date from at least the Saxon period. However, in view of the regularity of the boundaries running perpendicular from the great north-south route

of Ermine Street, it may even be that these parishes stem from earlier Roman estate units.

The medieval villages around Scampton are located on the spring-line which as a favourable location for settlement, may also have been the foci of earlier settlements or estate cores. The fields surrounding the villages of Scampton, North and South Carlton, and Aisthorpe, are not regular in size and may be the descendants of medieval enclosures. The sinuousness of form of some of the boundaries may have been created through medieval arable farming. In Scampton, some of the fields further to the west towards the River Till also have this form, although this is partial and disturbed by later enclosure.

There was significant enclosure in the area in the later medieval period, due chiefly to the development of the wool industry and the formation of sheep runs. Within the immediate area of Scampton, this is illustrated by the shrunken settlement of Hackthorn and of Cold Hanworth and West Firsby. The settlements to the west of Ermine Street may have been more fertile and therefore more profitable to leave unenclosed.

The period from 1760 to 1820 was the most significant period of Parliamentary Enclosure. Approximately a third of Lincolnshire was affected at this time. However, the scale and nature of enclosure is comparatively diverse. The village of Cammeringham for example, appears to be almost exclusively a Parliamentary Enclosure landscape with few characteristic medieval enclosure features, whereas Scampton and the Charltons retain a degree of medieval enclosure forms around their village cores. Typologically, the enclosure of the higher land to both sides of Ermine Street appears to date from this period, before which these areas were probably open grass and heathland (Welton Heath, and Spridlington Heath).

### 3.4 The Prehistoric period

Little is known about the nature of prehistoric occupation of the area immediately around RAF Scampton. However, the Edge is known to have been a favoured area for prehistoric settlement and an important route allowing trade with and movement between other regions of Britain *(May, 1976).* The present line of the B1398 is believed to follow that of the Jurassic Way, a route of possible pre-Roman origin *(Appleyard & Shannon 1965).*

Close to RAF Scampton, a Neolithic stone axe was found during the early 1960s (Lincolnshire SMR No: LI51489). Areas of cropmarks near the northern boundary of the site may be the remains of settlement and agricultural activity from this period, as well as with funerary practises (Lincolnshire SMR: LI52111, LI52112, LI52113).

Some of the most interesting and earliest archaeological features on the Edge date from the Bronze Age. These include a triple ditch system at Honington. However, no firmly dated Bronze Age sites are known near to Scampton itself, other than a possible barrow to the east of Brattleby, suggested by cropmarks (Lincolnshire SMR: LI52115).

### 3.5 The Roman period

The Romans made a very visible impact on the landscape around Lincoln, the key settlement, at the junction of Ermine Street and the Fosse Way, where the prominent setting on the 'Edge' overlooked the river crossing. Lying immediately adjacent to Ermine Street, Scampton occupied a position close to a major arterial road and formed part of an important hinterland of a number of Roman centres, including Lincoln. The area was controlled and dominated by large villa estates, with a number of smaller settlements interspersed (Lincolnshire SMR: LI54197, LI52182, LI52173).

The most obvious impact and continuing influence of Roman occupation in this area of Lincolnshire, is that of Ermine Street. The route of the modern A15 follows that of the Roman road, which also forms the boundaries of the subsequent parishes of the district. Ermine Street was the main arterial road built to maintain military presence, beginning at Chichester and ending at York. The site of Scampton villa occupies a commanding outlook to the west from Middle Street, which itself may have prehistoric origins. It was a large courtyard villa consisting of more than 40 rooms, with many tessellated pavements, pottery, fibulae and coins *(Leicester University & Lincoln Archaeological Trust, 1973*).

Evidence of another Roman building was revealed just to the southwest of the village of Welton, which is located 4km to the east of the airfield. Deep ploughing revealed a site containing stamped roof tiles and sherds of 4th century pottery.

### 3.6 The Anglo-Saxon period

Anglo-Saxon migrants began to settle in Lincolnshire from the end of the 5th or early 6th century. Cemetery evidence indicates that these were small groups *(Sawyer 1998),* so evidence for new Saxon cultural influence is often highly dispersed and difficult to find.

Saxon pottery was found, however, during the laying of the Welton to Lincoln Trunk road close to the southwest corner of Welton. Of greater note is the presence of a number of possible Anglo-Saxon inhumations in the areas of Welton and Scampton. In 1971 on the site of the Welton community centre, eleven inhumation burials were uncovered which dated to between 410-649AD. Grave goods included annular brooches, amber beads, iron knives and shield bosses. Further skeletons revealed during the laying of a gas pipeline to the northwest of the community centre are also thought to have been part of the cemetery. During excavations at Scampton villa in the late eighteenth century, over twenty skeletons were discovered in a *portico*, or long gallery *(Illingworth, 1808)*. All the bodies were lying in the same direction (heads to the west), most of them on the foundation walls. No grave goods were recorded. The burials were probably Anglo-Saxon, although there is also tenuous evidence for a medieval chapel on the site.

No further evidence relating to the Anglo-Saxon period has been recorded within the area, but the presence of these two major cemeteries suggests that a settlement must lie nearby.

### 3.7 The Medieval period

All the settlements in the area around Scampton are mentioned in the Domesday Book: **Brattleby**, *Brotulbi*, 1086, meaning 'Brot-ulf's farmstead/village'; **Aisthorpe**, *Æstorp,* 1086, probably meaning 'the secondary settlement to the east' from the Old English *east* and Old Danish *thorp*; **Cammeringham**, *Camelingeham*, 1086 meaning 'the homestead/estate of the family'; **Hackthorn**, *Haggethorn*, 968, meaning 'the hawthorn' presumably named after a prominent tree; **North Carlton**, *Carletone*, 1086, *Carletone Wideker*, 1242-43, named from the family that held the vills; **Scampton**, *Scantone*, 1086, meaning 'the short village' presumably Anglo-Scandinavian compound of the Old Norse *skammr* and Old English *tun;* **Welton**, *Welletonam,* 1070-87, meaning 'the farmstead/village with a spring' Old English *wella* and *tun*.

The area now occupied by the airfield lay at the east end of Scampton parish, and was predominately heathland, although it may have been used as rough pasture for livestock. The repeated realignment of roads and new housing developments in recent years (see below) has effectively obscured the original

settlement pattern of Scampton village, but the presence of very eroded medieval earthworks which surround the village suggests that it was larger than it is today. Close to the southwest boundary of the airfield (SK 9470 7960) two stone foundations (one of which overlies an area of ridge and furrow) associated with burnt and ceramic deposits, may be the remains of a brick and tile kiln.

Pollyplatt Lane and Middle Street are both on the 1st Edition OS Map, 1891, and are also present on the Tithe Maps of the mid-18th century. It is likely that their origins lie in the medieval period, although it is possible that they have earlier Roman or prehistoric origins.

### 3.8 The Post-medieval period

The Enclosure, Tithe and early OS maps indicate that, until the construction of RAF Scampton, there had not been any large-scale development or expansion of settlement within the area during this period. The development of the airfield is described in detail in Chapter 4.

### 3.9 The impact of the airfield on the surrounding landscape

The WWI airfield was bounded to the east by Ermine Street, to the south by Pollyplatt Lane, to the west by Middle Street, and to the north by Aisthorpe House. The effect on the landscape of the founding of the WWI airfield was similar to the early stages of emparking, with fields being amalgamated to form one large open area. Indeed, the form of the airfield was very similar to that of Hackthorn Park to the north east, which is likely to have been created in the same way. In addition to field boundaries, a number of other features were demolished or used for the airfield, including Aisthorpe House and a farm complex to the centre-east of the site. To the north-east corner of the area, a building marked as Midge Inn on the OS first edition map lay adjacent to the road, and this too was demolished.

However, all of the buildings on the WWI airfield were temporary. Even the hedgerows and trees which existed around the field boundaries were retained, so that between the wars, the area was returned to its previous form.

The WWII expansion of the base enclosed additional adjacent fields and so adopted their boundaries, with only one area to the west of Middle Street in Aisthorpe forming a new boundary. However, this new larger open area was different in a number of ways to the surrounding landscape. The main runway was aligned on the prevailing wind (SW-NE) rather than on the north-south 'grid' set by the Roman road. Changes were now permanent, with new buildings, road and path networks, as well as runway hardstandings by the end of the war. In addition, new landscaping dramatically altered the former appearance of the airfield.

*Aerial photograph of RAF Scampton*

During the Cold War period, the airfield developed its current form, imposing on the landscape in a much more spectacular way. Its extent was no longer bounded by pre-existing field boundaries, but by the shape required for the runway extension. This caused the southwest and northwest corners

of the RAF base to jut out from the earlier rectangular plan. This also caused the re-routing of Ermine Street, the most noticeable artificial landscape feature in the area and the historic boundary for such elements as parish boundaries and field systems. Trees along the former tree-lined avenue to Hackthorn Park were also removed between the old line of Ermine Street and the end of the runway at this time.

# 4. THE HISTORIC DEVELOPMENT OF RAF SCAMPTON

## 4.1 Introduction

This section describes the way in which the layout and buildings of RAF Scampton developed through WWI, WWII, the Cold War and the interim periods. The key social and political events which gave rise to the foundation and development of the base have also been summarised in Chapter 5, but more details may be found in Francis, 2004.

Phase plans have been developed within the GIS, to support the description of the development of RAF Scampton. These plans do not aim to model or depict the site layout in each phase. Rather they illustrate broad changes taking place in each main phase of airfield development. They show:

- The geographic extent of the airfield in each phase
- Where, in the context of the current site, features belonging to each phase can be found

## 4.2 General appearance and views

The airfield sits on the very brink of the Lincolnshire Edge, the ground dropping away to the west to provide the airfield with a dominant view over the surrounding countryside. The area is generally flat, the main reason for its choice as a Heavy Bomber Airfield. From Ermine Street the station is a noticeable feature due to its perimeter fence, and imposing entrance. The main T2 hangars are also a dominant feature and can be seen from several miles away, as well as from the roads and settlements immediately surrounding the airfield.

The character of the airfield itself, and its relationship to the surrounding landscape cannot easily be seen from the surrounding area. There are some awkward bends in the road, on approaching Scampton village, and to the north of the site, which are immediately apparent as diversions of original road networks and boundaries. In particular, the bend in the very straight Roman road is conspicuous, and draws attention to the airfield. However, the real impact of the airfield on the landscape can only be seen from the air.

*RAF Scampton taken from the south*

From the airfield itself, the sense is predominantly one of sitting on a plateau. The key view is towards Lincoln, with the Cathedral visible from the Officer's Mess and immediately on leaving the base. Other views from the base are rural in character, predominantly appreciable again from the Officers Mess and Quarters. All views to the west are characterised by the steep falling away of the Edge, with the tops of industrial infrastructure and buildings in the valley just visible.

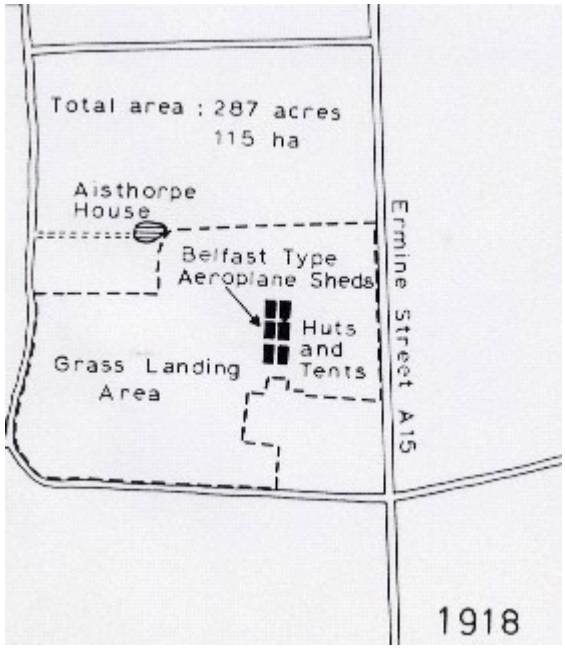
## 4.3 Development of the layout and built environment

### First World War

Before the First World War, the area now occupied by the airfield was agricultural in nature. Brattleby (the name of the Home Defence Station at Scampton from 1916) aerodrome consisted of a landing ground, and six single-span end-opening General Service Flight Sheds arranged in pairs with their doors at 90-degrees to the landing ground. Technical buildings were set out behind these, followed by domestic accommodation close to Ermine Street. These were sub-divided into smaller groups depending on rank. Accommodation for women was based around a Women's Hostel.

*Scampton Aerodrome during the First World War (RAF Scampton Museum)*

The buildings of this period were of a temporary nature and consisted of wooden huts and tents. In 1919 these buildings were removed and the site was returned to agricultural use until the early 1930s.

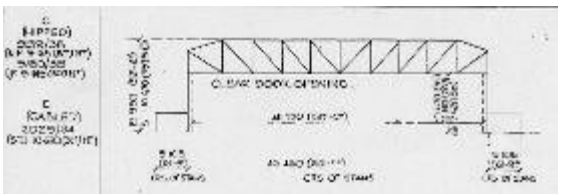



*Brattleby Airfield in 1918. Taken from Blake, RNE, 1984 Airfields of Lincolnshire since 1912*

### Expansion Period

The period between the First and Second World Wars saw the development of RAF Scampton into the site we see today. In response to the threat from Nazi Germany, 89 new aerodromes were developed across Britain, between 1934 and the outbreak of the Second World War. The plan and function of buildings on these sites were distinctive and of universal 'types'. These are further described in Chapter 5 below.

From 1934, Scampton began to be reactivated. Four huge 'C' type hangers were erected and the technical area was constructed. These hangars were the standard type, and consisted of a massive steel frame, brick walls, tall side windows and hipped or gabled transverse roofs. The first occupants of the hangars were 49 and 83 Squadrons, who helped to inaugurate the RAF 'Gardening' (sea-mining) campaign.



*Elevation of a C-Type Hangar*

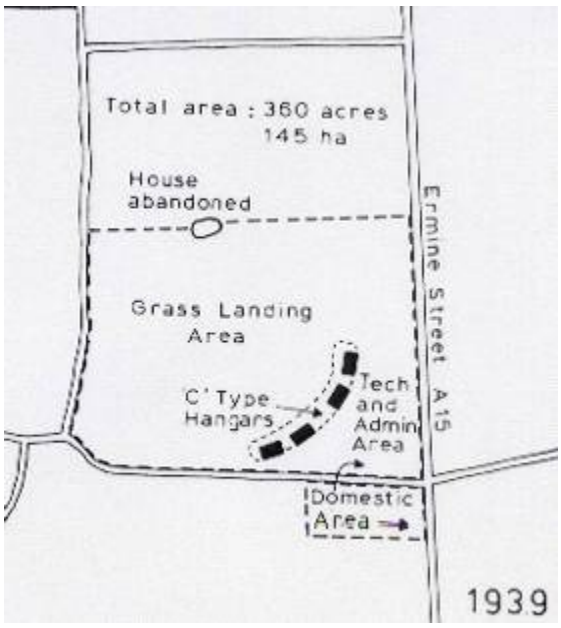
The appearance of the domestic and technical parts of the base today reflects almost completely the Expansion Period layout. The technical buildings are of concrete or reinforced concrete but the majority of the domestic buildings are of brick, in fine neo-Georgian style.

The buildings were arranged around a semi-circular arc on one side of the grass airfield, with the hangars fronting on to the landing ground. The remaining aerodrome buildings (for technical activities and accommodation) were built in a compact layout behind the hangars, in an arrangement replicated across all of the Expansion Period airfields: Technical Area, Station Offices, Officers' Mess, Sergeants' Mess, Airmen's' Quarters, Married Quarters, and Officers' Married Quarters.

Five groups of these domestic buildings were placed along the Ermine Street boundary. These were the Airmen's Married Quarters (north), the Airmen's domestic area, the sports field (formally separating the airmen from the officers), the Officer's Mess and Single Living Accommodation (south facing) and the Officer's Married Quarters (south). The Warrant Officers' Quarters lay to the north of the airmen's domestic area. Between the Warrant Officers' Quarters and Airmen's domestic area, were placed the Medical Centre/Infirmary, ambulance bay and swimming pool. To the north, the water tower and heating building formed the boundary with the technical area.

Roads were arranged either parallel or perpendicular to Ermine Street with the Guardroom at 90-degrees to the main entrance and the Station Headquarters facing Ermine Street. Two main parallel roads, aligned east-west, extended from the Station Headquarters to the hangar crescent, from which roads led off to the north, forming a network of rectangular grids for the adjacent airmen's domestic area. The domestic buildings were planned with as much separation as economically possible. Some also employed internal dispersal whereby a building was planned as a number of link-detached units or wings.

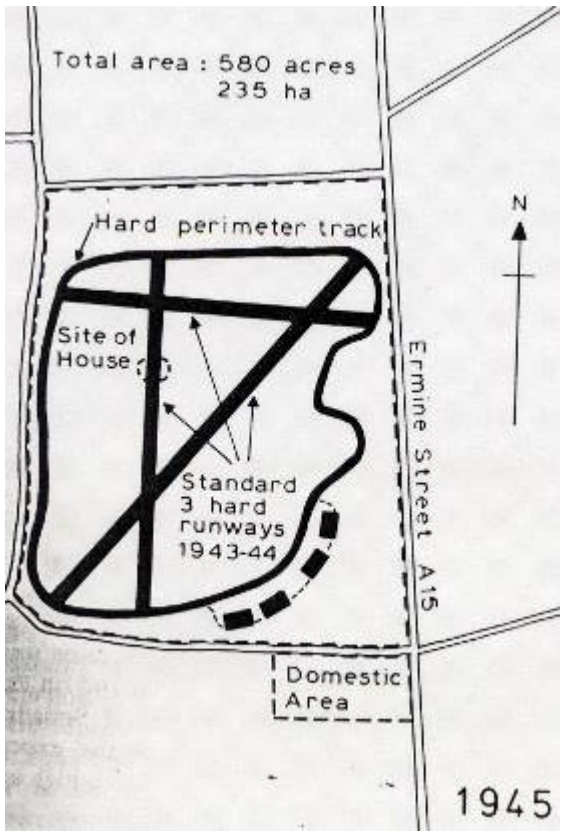
Streets running through the domestic area connected to another running parallel with the hangar crescent forming small triangular and rectangular grassed plots for technical buildings. The hangars were arranged symmetrically, with a large space between the two pairs of sheds and a setting-out line running between the pairs. Along this line on the airfield side, was the Watch Office and Tower (the only buildings no longer surviving), followed by the Fire Tender Shelter and NFE Store and then the Armoury. The Armoury was also the focal point for 45-degree setting-out lines originating from the centre line which was used for the positioning of the Main Workshops and Main Stores. The remaining technical buildings occupied the triangular or rectangular spaces in between.




*RAF Scampton in 1939. Taken from Blake, RNE, 1984 Airfields of Lincolnshire since 1912*

**Second World War**

At the outbreak of the Second World War RAF Scampton was in complete operational readiness, so the provision of extra storage areas and the eventual insertion of a permanent hard surface runway and associated dispersal areas in 1943 were the only new features to be constructed in this phase. Up to the end of the war, Scampton remained one of the most fully operational bases in Bomber Command. Details of the participation of the base in major operations during the war are described briefly below (Chapter 6) and further in Francis (2004).




*RAF Scampton in 1945. Taken from Blake, RNE, 1984 Airfields of Lincolnshire since 1912*

**Cold War**

During the Cold War, successive waves of maintenance and alterations to existing buildings were made to accommodate the changing function and nature of the processes carried out on the airfield. They reflect major changes in Britain's defensive policy over the period (see below Chapter 5). New technical and residential buildings were also built on the base during this period.

From 1948, Scampton housed the USAAF 28th Bomber Group, as part of a network of Emergency War Plan Airfields. With its main runway less than 6,000ft in length and a chronic shortage of suitable hardstandings, Scampton was far from ideal as a base for the thirty aircraft.

In January 1949 as circumstances changed, the USAAF Squadrons were withdrawn, and

Scampton was handed back to the RAF. In 1953 Scampton became a Master Diversion Airfield and the Watch Office received a glass penthouse for use by the Local Controller.

Scampton was selected in 1955 to be one of ten airfields which were to accommodate part of the RAF 'V' Bomber force, in this case the Avro Vulcan. This required an extension of the runway to 9,000ft, which took place in 1955 and the provision of extensive new ground facilities, including a high security area for the storage and maintenance of nuclear weapons and heavy-duty hardstandings for the aircraft.

The first nuclear weapons to be delivered to Scampton during 1958 were the twenty kiloton atomic bombs given the Rainbow Code, 'Blue Danube'. They were replaced by the smaller 'Yellow Sun' Stage 1 (Mk. 1s) which were the first of the UK's operational thermonuclear weapons.

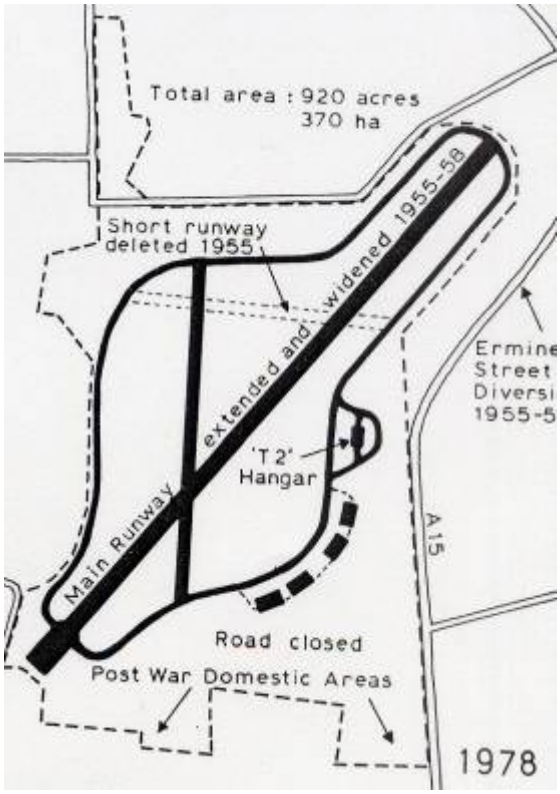
The development of the 'stand-off' nuclear missile 'Blue Steel' required the construction of new specialist buildings: the Missile Servicing and Storage Building (MSSB) which was erected between the main hangars and the airfield, and the highly volatile High Test Peroxide (HTP) and kerosene fuel storage buildings which were located at some distance from the MSSB.

Additional structures and parts of the layout relate to changes made during the Cold War. In particular the runway was rearranged to a NE/SW alignment, and extended by 3,000 yards to project beyond the north east corner of the base, requiring the diversion of Ermine Street. Areas of hard standing with associated Operational Readiness Platforms (ORPs) were also provided.

Technical buildings were also added to in this period. The Unit Storage buildings to the far north of the site were constructed for storage and maintenance of nuclear bombs. Upon the introduction of the Blue Steel stand-off missile, new buildings were constructed just to the north-east of the hangars, to develop, maintain and fuel the missiles. A new Control Tower was constructed close to these buildings to provide a view of the newly expanded runway.

Domestic areas were developed as a response to the increased numbers of personnel using the site. These included new barrack blocks to the southeast of the hangar crescent and larger areas of family accommodation, built during the 1950s to the south of Pollyplatt Lane and in the 1960s at the far western end of Pollyplatt Lane.

On 30th June 1968, Blue Steel operations at Scampton were terminated, as the Royal Navy, with the submarine launched 'Polaris' missile, assumed responsibility for the UK nuclear deterrent.




*RAF Scampton in 1978. Taken from Blake, RNE, 1984 Airfields of Lincolnshire since 1912*

**Post-Cold War**

From 1984 until 1995 the Central Flying School flew from RAF Scampton. Following transfer to Cranwell, Scampton was officially closed in 1996, and now provides a home for the Red Arrows, the RAF aerial display team. A number of the buildings on the base are still used for administration and maintenance, but many are now derelict and in poor condition. Some of the residential buildings have now been sold into private ownership, and the perimeter fence relocated, contracting the site to within the limits of the original layout on its southern boundary.

### 4.4 Survival

The current plan of RAF Scampton is almost unaltered from its original Expansion Period form, with the addition of the permanent runways and Cold War period alterations. The original pavement plan and landscaping survives almost unaltered. These buildings, of the Expansion Period, give the site its current character, in particular due to the survival of associated landscape features.

The centrepieces of the Expansion period layout, the four Type C hangars, still provide the main structural focus, and the original character of the areas containing associated support, administrative and domestic buildings is still legible.

Current access to the site, and movement around it remain unaltered, with original crash gates providing the only emergency entrance and exit to the site.

However, several open areas of hard-standing and car parking occupy the spaces where buildings have been demolished. Within the technical area, these included Expansion Period parachute stores and main station workshop outbuildings, as well as the Vulcan simulator from the Cold War period. Between the technical area and Medical centre, Motor club and Sub-aqua club buildings have been demolished, as well as the back rooms of the Medical centre.

The Warrant Officers' Quarters that once occupied the area north of the Medical centre were demolished in 1985-86, in response to the reduction of the number of staff on the site. The roads which ran around the houses still survive, but there is no above ground evidence for the buildings. Other features and contaminants once kept in this area have been removed, including fuel tanks, scrap compounds and incendiary dumps. The firing range which was once at the edge of the airfield has been relocated to the boundary of the site.

The Missile Servicing and Storage Building (MSSB), built to service and store the Blue Steel missiles in 1961 was demolished in March 2004.

Today, a large proportion of the airfield is not used, although buildings continue to be maintained externally. Those buildings still in use consist of the guardhouse and Station Headquarters, Hangars 1 and 4, the Combined Mess building and Control Tower.

# 5. THE VALUE & SIGNIFICANCE OF RAF SCAMPTON

## 5.1 Introduction

As part of English Heritage's Thematic Listing Programme, '*A Survey of Military Aviation Sites and Structures'* was published in 2000. The Survey lists Scampton as 'Britain's most celebrated bomber airfield, largely on account of its use by 617 Squadron'. Apart from the connections of Scampton with the events of 1943, the site is significant in a number of other ways, and these are described below.

## 5.2 Identifying and promoting values

Through the process of Characterisation at RAF Scampton, a number of key significances, or values, which underpin the character of the site have been identified. The surviving fabric of the site both informs and reflects these values to varying degrees in different Character Areas (see Chapter 6 below). This chapter sets out these values, to inform the capacity for change, enhancement or re-use of individual structures and areas of the site.

## 5.3 The Value typology

The values associated with the site can be broken down into five categories. Information relating to these categories has been incorporated into the database fields for the site, and where appropriate has been described in relation to individual Character Areas in Chapter 6. The categories are:

- Historic and Political Associations
- Reflection of military technologies and processes
- Quality of plan and surviving fabric
- Potential for community and public appreciation
- Research potential (including buried archaeological potential)

## 5.4 Historic and political associations

RAF Scampton played a key role in the global conflicts of the 20th century - WWI, WWII and the Cold War - as well as a significant part in the more local and personal histories of the squadrons and men who took part in those conflicts. These histories are still remembered and celebrated today, by ex-servicemen, their families and the colleagues and later members of the squadrons that took part in these events.

Scampton provides the basis, and even the start, for some of the histories of the nineteen squadrons that it has housed since the 1930s. These included squadrons operating under the illustrious 5 Group and other Groups of Bomber Command during WWII, such as 14, 9, 148, 49 (until 1943), 617 and 83 squadrons. Later 44, 49, 153, 625, 57, 27 and 35 Squadrons made their homes at Scampton. Most famously, 617, the 'Special Duty' squadron reserved for special training and use of special equipment, was founded at Scampton, and was honoured there by the Queen Mother in 1959.

Members of Scampton aircrews have been distinguished, receiving a greater number of honours than at any other bomber airfield. Two Victoria Crosses and a George Cross were awarded in 1940 alone (to the Hampden pilots of 49 Squadron), and to Guy Gibson of 617 Squadron in 1943.

*Oil painting of Guy Gibson hanging in the RAF Scampton Combined Mess*

Scampton is an excellent surviving example of a Scheme C bomber station of the RAF Expansion Period Schemes, of which a large proportion are in Lincolnshire and the chalk scarp of the East Midlands. Scampton occupies a typical and representative location for the Expansion period sites, near an A-road for ease of access and communication, and near a major centre for resources and supplies. The redevelopment of Scampton represents a key period in the history of the road to war - German re-occupations and re-armament led to the adoption of the Expansion Schemes which enabled the increase of the number of British squadrons to fifty-two by 1939. The Schemes developed over the course of this period, often in response to German actions and aggressions, including the Abyssinian War 1936 and crossing of the Austrian border in 1938.

During WWII, and in the period immediately following the war, Scampton provided the base for innumerable raids and other missions which both supported and even changed the direction of the conflict. In the first years of the war, Scampton crews carried out attacks on the German Fleet, mine laying ('Gardening'), and destroyed Luftwaffe bases during the 'Phoney War'. When Germany invaded Belgium, Holland and France, the very first raid on a German town (Munchen Gladbach) was carried out by 49 Squadron, followed by others on the Ruhr and on Düsseldorf, as well as on German services and infrastructure. 83 Squadron dropped the first 2,000lb bomb in July 1940. Attacks by both squadrons on the Dortmund-Ems canal in 1940 and Channel ports were carried out to deter an invasion of Britain. Also historic raids were carried out on Berlin, Bremen and Cologne, in the famous 'Thousand Bomber' raids of 1942, and in raids on U-boat construction yards. The most famous attacks were on the Ruhr Dams of 1943 (Operation Chastise, the 'Dambusters raid'), which captured the imagination of press and public at a critical moment in the war, and enabled Churchill to boost confidence among North American recruits. 57 Squadron flew in Italy and North Africa, and in the Berchtesgarden raid of April 1945, 153 and 625 Squadrons carried out the last large scale bombing raid of the war. Supply drops and other assessment missions were later made from Scampton in the years following the war.

From 1948, Scampton was again drawn to the forefront of British defence planning, and remained key to Britain's defence for the duration of the Cold War. The base developed American associations from the 1950s, with six squadrons of B-29 Superfortresses, based at the site temporarily, and was used intermittently by the USAF until 1953. Scampton was also one of only ten V-bomber airfields restructured in 1958 to accommodate the V-force aircraft. The V-force was central to the British and NATO nuclear deterrent between the 1950s and 1960s, during which time the airfield was a prime target for pre-emptive attack. Few of the V-bomber airfields maintain their original character, but as one

that does, Scampton's significance is enhanced, as a rare illustration of changing deployment policies during the period. This included variations in layout, such as the development of the four aircraft, H-shaped, dispersal points, airfield accommodation sites, and Operational Readiness Platforms.

Furthermore, Scampton was one of only two airfields where Blue Steel, the 'stand-off' missile was deployed from 1962. The facilities at Scampton reflect the urgent need to introduce Blue Steel, to maintain the credibility of the British nuclear deterrent. The buildings at Scampton also closely reflect the technology of Blue Steel, which required the development of special handling and refuelling facilities. These include the servicing facilities created from the 'T2' hangars, the adjacent Avionics building, associated features and outbuildings and the detached fuelling building. Scampton housed Blue Steel until Polaris became the nation's prime deterrent in 1968.

*Vulcan bomber with Blue Steel missile (RAF Scampton Museum)*

### 5.5 Reflection of Military Technologies and Processes

A wide range of aircraft (45 different types) and other defensive and offensive technologies have been employed at Scampton since WWI. Early aircraft to be accommodated and maintained at the base included BE2Es, BE12s, Martinsyde Elephants, Avro 504Ks, Spad 7s, Sopwith 1½ Strutters, Sopwith Pups and Bristol Scouts. Heyfords and Virginias flew from the base in the 1930s, as well as Harrows, Hinds and Vickers Wellesleys. Squadrons 49 and 83 were the first to receive Handley Page Hampden Bombers in 1938. Later bombers included Manchesters from 1941, and the famous four engined Lancaster heavy bomber from 1942. Spitfires and Hurricanes were flown from 1944/5 and Avro Lincolns towards the end of the war.

Scampton was the only base to deploy the famous Barnes Wallis bouncing bombs, developed for attacks on the Ruhr dams. The bombs required a modified version of the Lancaster (with cutaway bomb doors and V-shaped projections to hold the bombs) and crews specially trained at low level flying. Scampton remained the home of the 'Special Duty' Squadron 617 reserved for special training and use of special equipment, following the end of the war. 617 occupied Hangar 3, where their offices and other reminders of the Squadron's unique history survive.

In order to function efficiently, and under pressure, with this succession of specialised aircraft and associated equipment, fuel and ammunition, the airfield was originally constructed (see below), and has subsequently been developed, through predetermined and function/process oriented planning. This has ensured that the nature, locations, distances and directions between technical buildings and other areas of the base enable effective movement around the site and enhance the efficiency of processes carried out within and between them. The layout and routes around the base reflect the requirements for the ordered loading of fuel, bombs, and personnel and for maintenance of aircraft, other transport and munitions. In addition, carefully controlled access to different parts of the site is achieved through the layout of roads and paths which channel movement past key buildings (such as at the

base entrance), away from certain parts of the site (like incendiary dumps or runways), and within specific areas dependant on rank (so the Officers accommodation and facilities are set apart) and purpose (within and between technical buildings).

In addition, particular structures reflect changes and the changing requirements of new technologies – from the large C Type hangars, constructed to be able to house Virginias and Heyfords, the Unit Storage buildings for storage of nuclear weapons, longer runways, the H shaped dispersal points and ORPs used by the V-bombers, and the Blue Steel servicing and refuelling area and associated buildings (617 and 83 Squadrons were the first to receive the redesigned Vulcans to carry the bomb in 1960). Blue Steel required servicing facilities of its own to carry out high level maintenance on its guidance system and rocket motor (carried out in the Missile Servicing and Storage Building – now demolished). Still surviving, however, are the fuelling buildings used to transfer the highly volatile HTP and Kerosene fuels to the missile.

Scampton has also almost continually functioned as a training base, since its first operations in WWI. Training programmes run from the base include those for airgunners, aircraft recognition, Beam Approach Training and Bomber Defence Training. Bomber Command's Instructor's school was based at Scampton in 1947 and the Central Flying School and Red Arrows from 1983, returning to the base after a period of absence in 2000.

### 5.6 Quality of plan and surviving fabric

English Heritage's Airfield Survey identifies Scampton as one of most complete surviving of our 'Airfields with Runways and Perimeter tracks' – other comparably preserved Bomber Command airfields include West Raynham, Finningley, Bicester, Waddington and Linton on Ouse. Key survivals at Scampton include the four hangars fronting onto the flying field, bomb stores and other structures connected with Scampton's status in the Cold War period, the main SW-NE runway and the realigned and rebuilt N-S runway. Fragments of WWII dispersal points are also still visible to the S, NE and NW of the site.

The quality of the planning at Scampton reflects major investment on the part of the defence establishment in the infrastructure needed to win WWII. The architect A Bulloch, in association with a sub committee of the Royal Fine Arts Commission, devised the first stations of Expansion Scheme A, the first of the pre-war airfield development schemes. Scampton is one of 4 Scheme B bomber stations, which adopted a slightly modified plan and form. These airfields demonstrated a clear distinction between neo-Georgian style architecture for domestic and functional buildings, and the use of concrete and reinforced concrete for technical buildings. This was partly to ensure the disguise of the airfields within the context of their surrounding landscapes. Materials were therefore chosen appropriate to the locality, and domestic buildings had appropriate roofing (flat roofing was introduced later to protect against incendiary bombing) and formal sash windows (metal after 1936).

Scampton is an excellent example of the Scheme built airfields. It is roughly square shaped in plan, with a bombing circle and technical buildings forming the focus for the site, and a common road layout leading back form the Station Headquarters (SHQ) through the domestic areas to the hangars. The V-shaped technical area, terminates in a crescent shaped hangar apron. One arm of the technical area is also an arterial road (parallel to other main roads), with other roads set out at right angles to it. The technical area has internal partitions containing technical buildings and grassed areas. These buildings are laid out according to a formal plan, with the Stores at 45-degrees from the central line that

ran between the hangars and control tower. The areas for Officers Mess and Quarters, Recreation and other Airmen's Quarters are all distinct. The Guardhouse, as is generally the case, stands at the side of the Main Entrance, and the SHQ along the central access road, facing the main entrance. It was always necessary to pass the domestic areas and SHQ to get to the technical buildings.

Key to the layout of the airfield buildings was internal dispersal - the separation between technical buildings and large spaces between domestic buildings for protection of equipment and personnel during bombing raids. This provided the opportunity and necessity for landscaping, which was planned to provide cover, as well as to enhance the residential and domestic feel of the non-technical areas. Indeed, the thought that went into this planned landscaping can only now really be appreciated, as the trees, hedges and planting have matured. Early photographs of the base illustrate how the buildings and roads remained exposed at the time.

The location of the base in relation to Ermine Street is also significant. The history of the use of the historic route through the north of Lincolnshire for Pilot Training purposes in WWI is well documented, and the views along the road to Lincoln Cathedral traditionally assisted pilots returning to base to locate the airfield. The topography of the station in relation to the road has been immortalised in the Station badge, in which the Longbow bowstring represents Ermine Street bent to accommodate the lengthened runway, and the arrow representing the runway itself.

*RAF Scampton Badge: based on the shape of the diverted A15 and extended runway*

### 5.7 Potential for Community and Public Appreciation

The base has always had a strong connection to the community living in the villages and farms around Scampton. The workforce employed in the construction of the base was local, and local building materials were used, probably transported from brickyards in Lincoln and the surrounding area. Once operational, staff to maintain the base – cooks, drivers and other support, would have come from nearby villages (Guy Gibson's driver came from a local farm) and the airmen and officers enjoyed the hospitality of local pubs, such as the Black Horse at Ingham. The graveyard in Scampton village contains the graves of a number of airmen who died during operations on the airfield, and still draws family members and visitors. Recently collected memorabilia is on display in the Dambusters Inn in the village, and ex-servicemen are frequent visitors, sharing stories and memories with local patrons and with the landlord, triggered by the photographs and objects on display.

*RAF Scampton Museum curator Merv Hallam with a Red Arrow Hawk*

There is also a museum on the site, established in 1993 within the Station Headquarters, which is opened by appointment to members of the public, usually at least twice a week. Visitors are frequently family members of those who lived and worked on the base, but also interested members of the public and military enthusiasts (Merv Hallam pers comm.). The Museum is run on a voluntary basis, and houses photographs, objects and documents from all periods of the Station's history.

*Military graves in the churchyard of St John the Baptist, Scampton*

Due to the airfield's historic associations, in particular with the Dambusters, there have been a number of events attended by the public, and by enthusiasts. In 2003, Hangar 2 was the setting for the 60th anniversary remembrance service for the raid, attended by ex-servicemen. Ex-servicemen also gather on the base for events like the Aircrew Association and other Association annual dinners, making use of the base's hospitality regularly throughout the year for meetings and social gatherings.

Knowledge and memory of the historic activities and events which took place on the site are highly valued, although surprisingly, less so by the servicemen and descendants of 617 Squadron itself (who tend to focus their remembrance on other bases where they made their home following their relatively short spell at Scampton), than by military enthusiasts and other squadrons of the Royal Air Force (Merv Hallam pers. comm.). Public appreciation of the events of 1943 has stemmed largely from the 1954 film of the 'Dambusters', which included footage from the base.

For the local community, for those currently stationed on the base, and for visitors, the less altered areas and key buildings evoke strong feelings of pride and awareness of the role played by Scampton in the nation's history. During brief conversations with other visitors and residents on the base, the Hangars and particular buildings within the technical area elicited the most stories and anecdotes.

*The Vulcan Club, RAF Scampton*

## 5.8 Buried Archaeological Potential

The fabric of surviving buildings and structures at Scampton contain much archaeological information on the history, technology and social life of the base, that would repay further study. In this sense the built environment of the base as a whole is of great archaeological value and potential.

However, in addition, the buried archaeological evidence of activities which took place prior to the construction of the airfield is likely to survive within the airfield boundaries. Below ground remains of airfield buildings demolished during phases of the airfield's development are also likely to survive.

The historic built environment of Scampton will be described in more detail in Chapter 6, while the following sections characterise the buried archaeological resource. Areas of buried archaeological potential are also illustrated on Figure 1b.

### Survival

Within the airfield itself, there are large areas now occupied by the runway and associated infrastructure that has seen little below ground disturbance. Prior to the construction of the airfield, the area was agricultural in character, and thus any remains are likely to be relatively well-preserved. Very little material will have been removed or displaced during the laying of runway and the hard-standings of the dispersal area. It is unlikely that artificial levelling will have been required, and construction of the surfaces themselves will have involved little excavation or grading to any depth. Certainly, the surrounding grassed areas will probably never have been disturbed. The potential for discovering buried archaeological remains in these areas is high.

The area surrounding RAF Scampton has a high concentration of recorded archaeological remains, ranging from the prehistoric periods through to the present day. Known buried archaeological sites within and close to the boundaries include cropmarks of potential prehistoric date, a Roman villa site and road, Saxon burials, the medieval shrunken settlement of Scampton, and indeed features associated with the early origins of the airfield itself.

Recent aerial photographs of the area surrounding the airfield show cropmark features extending up to the airfield boundary. It is likely that these features extend onto the airfield, but the installation of hard standings and close cropping of the grass on the site prevents these features from being seen within the fenced area.

### Previous investigations

There have been several archaeological investigations undertaken close to the airfield, as set out in Chapter 3 above. During the extension of the runway in 1955 archaeological investigations were undertaken by the Ministry of Works under the supervision of Phillip Rahtz. The excavations recorded the extent of the road and also recorded human remains which were potentially Anglo-Saxon in date. More recent archaeological investigations have been undertaken at the junction of the A15/A1500 to the south of the airfield. This is where Ermine Street was met by another Roman road which ran north west to Castleford (*Legentium*) and onwards to York (*Eburacum*). A fluxgate gradiometer survey was undertaken by Pre-Construct Archaeology in 2000 and identified significant magnetic variation across the site that was thought to relate to human activity.

**Buried archaeological potential by period**

**Prehistoric.** Archaeological remains of potential prehistoric date have been recorded close to the airfield. These include complexes of cropmarks (particularly to the west and north of the site) which may indicate prehistoric agricultural, settlement and funerary activity in the immediate area. The potential for survival of remains of this period is highest within those areas of the airfield that have been relatively undisturbed by past development, and that lie close to concentrations of cropmarks. It is possible that Middle Street, to the west of the airfield developed from a prehistoric route along the Lincolnshire Edge, which suggests that the potential may exist for remains associated with this to be present.

**Roman.** Remains associated with the Roman villa at the south west of RAF Scampton and other settlement, funerary and agricultural activity may be present within the airfield. The route of Ermine Street traverses the eastern end of the airfield and it is highly likely that remains associated with it survive.

**Anglo-Saxon.** To the northeast of the airfield, by the line of Ermine Street, a number of burials were recorded in the 18th century. These lay within the *agger* of the Roman road and it is thought that they were associated with other inhumations from the same period to the southwest of the village of Welton. Other possible Anglo-Saxon burials were recorded within Scampton Roman villa to the southwest of the airfield. This burial ground may extend onto the airfield, and additional burials along the line of the Roman road may survive.

**Medieval.** The shrunken medieval settlements of Aisthorpe and Scampton lie directly to the west of RAF Scampton. Below ground remains associated with these settlements, especially agricultural features, may be present within the boundary of the airfield, as well as the remains of former roads and trackways.

**Post Medieval.** The area now occupied by the airfield was enclosed land used for agricultural purposes. It is unlikely that any of this activity will have disturbed earlier archaeological remains and it is possible that there are features and deposits surviving that were associated with this farming activity. There was a farmhouse within the boundary of the airfield and it is possible that features associated with this survive.

**20th century military.** The potential exists for the survival of remains associated with the WWI aerodrome and temporary buildings constructed during WWII. Despite the temporary nature of the majority of the buildings on the site at this time, their foundations may survive, as may artefacts and other below ground features.

*Path to a former building plot, with an Expansion Period H-block barrack in the background*

**Key areas of buried archaeological potential (Figure 1b)**

Areas of buried archaeological potential are also illustrated on Figure1b. The key areas of archaeological potential lie adjacent to Ermine Street and Scampton Roman villa, to the east and south-west of the airfield. To the north, south and west of the airfield are concentrations of cropmarks which could

relate to agricultural and settlement activity from the prehistoric through to the post-medieval period. Within the airfield the buried archaeological potential relates to post-medieval farming and settlement, possible Roman remains and the remains of the WWI aerodrome. They comprise:

- **Archaeological Area 1, Ermine Street:** This area may contain prehistoric settlement/funerary remains, remains of the Roman road and associated remains, or Saxon settlement and funerary remains. The area is located to the eastern end of the airfield, running from north to south. Highlighted in brown on Figure 1b.

- **Archaeological Area 2, Middle Street:** This area may contain remains associated with prehistoric funerary activities, or evidence associated with the Medieval road. It is located at the western boundary of the airfield and highlighted in green on Figure 1b.

- **Archaeological Area 3, Southwest runway:** This area offers the highest potential for remains associated with Scampton Roman villa, including buildings, field boundaries and artefacts. There is also the potential for the presence of Saxon settlement and funerary activity. The area is highlighted in gold on Figure 1b.

- **Airfield layout and buildings:** The historic built environment also forms part of the archaeological record. This includes the standing buildings and extent of the layout of the airfield at each phase of its development, its roads and paths, landscaping and street furniture. In particular, buried remains of early or WWII airfield structures will survive within the technical and domestic areas of the site.

### 5.9 Research Potential

Scampton is a valuable resource for further military historical, archaeological and community research projects, and development of plans for future use of the base should consider this potential. Considerable research has already been carried out into the historic development of the base, the survival of buildings and their condition, as well as on the significance of key buildings and areas. However, there are a number of areas where additional research could augment and enhance our current understanding and appreciation of the role of the base in Britain's airfield history, and indeed to the growing body of material relating to our military heritage as a whole. Possible fields or directions for this research are set out in the 'opportunities' section in Chapter 7 below. There are also archaeological issues to be resolved, which would provide a more complete history of the area prior to and following the first development of the airfield in the early part of the 20th century.

Any research would inform an update of the values embodied in the site as set out here, and would inform additional issues and priorities for future management of the heritage of the base

# 6. THE CHARACTER AREAS

## 6.1 Introduction

The site has been divided into twenty Character Areas, identified by the way in which they are distinctive in a number of attributes, including *historic origin*, *function*, *building form*, *scale*, *survival*, as well as *appearance*.

The attributes of each Character Area have been entered onto the database which forms part of the GIS package, as discussed in Chapter 2.

A short summary box, based on the full database of attributes precedes the detailed description of each Character Area, to provide a brief overview. The Character Area description then follows within the broad structure below:

- Location
- Origin
- Current situation - including views, form (development, scale and density), building types, survival, condition, complexity
- Values
- Management issues and opportunities (These are numbered but not in priority order).

The Character Areas are:

- Hangars & Technical Area
- Runway & Dispersal WWII
- Runway & Dispersal Cold War
- Unit Storage
- Blue Steel
- Storage & Parking
- Base Entrance
- Parade Ground
- Accommodation & Administration
- Officers' Mess
- Accommodation Cold War
- Recreation
- Sports & Medical
- Services & Utilities
- Derelict Operations Area
- Post-War Clearance
- School
- Married Quarters 1930s
- Married Quarters 1950s
- Married Quarters 1960s

The location and extents of each area are provided on Figures 6-25 where management issues and opportunities are also summarised. Additional photographs of the Character Areas are provided with these Figures.

The Management opportunities identified for each Character Area are not intended to be prescriptive, but to form the basis for review and discussion with the Local Authority and English Heritage, preferably at an early stage in the development of proposals for the site. In the event of redevelopment within the Character Areas, there should be a presumption in favour of pursuing the opportunities outlined here, but with a view to achieving a balance between the requirement to keep and develop the operation of the base, and retaining valuable heritage resources where possible.

## 6.2 Hangars and Technical Area (Figure 6)

Two pairs of C-type aircraft hangars facing onto the landing ground with associated technical buildings to the rear. 617 'Dambusters' Squadron occupied one of the hangars, and another is currently used by the Red Arrows.

**Period:** Expansion Period

**Form:** Planned cluster of buildings, ranging from single storey technical buildings to high-rise aircraft hangars

**Buildings:** Four large aircraft hangars, technical support buildings and storage buildings

**Survival:** Building features adapted but plan form intact

**Condition:** Externally maintained

**Complexity:** Continuous single use, historic to present

The area is located to the west of the Parade Ground, and to the south of the runway. It stretches in an arc from the Derelict Operations Area in the west and to the central heating building to the north. The boundaries are fairly sharp, with Pollyplatt Lane predominantly forming the southern boundary, except in the area of the MT vehicle sheds, generator, and laundry, which clearly belong to this group. The boundary of the area on the eastern side is shared with the Storage & Parking Character Area. The extent of the deliberately planted tree cover also helps define the area.

*Looking south down the road into the Hangars & Technical Area, the back of Hangar 1 is to the right*

The area was planned in the Expansion Period, and it was here that the 617 Squadron were based and had their briefing rooms. Their offices still survive, at the front of Hangar 3. The Red Arrows are based in Hangar 1.

The area is dominated from every approach by the four hangars which are arranged symmetrically in two pairs, forming a semi circle, fronting onto the flying field. The area is also clearly visible from outside the airfield, and from many of the other parts of the base.

Streets running through the domestic area connect with the hangar crescent, forming small triangular and rectangular grassed plots for the technical buildings. The Fire Tender Shelter and NFE Store and the Armoury occupy a central line between the two sets of hangars, and the Main Workshops and Main Stores are positioned at 45-degrees to this central line. The remaining technical buildings have grassed plots between, and are almost all shaded by trees, which are part of the original landscaping of the area. Entrance and movement within the area is controlled by the original road network and path layout. Formal access to the area is only from the northern and southern ends.

Apart from the hangars, the remaining buildings are of one or partially two storey

construction, and are spaced close together in accordance with their original layout and function.

*Hangar 3 from the dispersal area 'apron'*

The small technical buildings are all painted green, giving a uniform and dark feel to the area, in contrast to the lighter open spaces of the adjacent Accommodation & Mess and Services & Utilities Character Areas. There are several original streetlamps but signage is modern.

The original road and pavement network survives almost intact, other than at the eastern edge near the weigh-bridge, where additional parking and access has been imposed. The entrance to the hangar complex has been altered so that a fence separates them from the technical buildings, creating an artificial boundary.

Most of the buildings are out of use, and are boarded and locked up. Two buildings which formed part of the original assemblage, the parachute store and part of the main station workshops at the western end of the area near Hangar 2 have been demolished.

There has been very little alteration to the surviving buildings, which represent a single continuous period of use. The hangars have undergone some changes, but they maintain their original plan and character. The other buildings to the back of the hangars have also undergone very little alteration and they also maintain the majority of their original plan and external appearance.

*View to the hangars, with the Link Trainer building to the left.*

**Values**

The value of this area lies in the excellent survival of the layout and plan of this key element of an RAF base of this period, and in its historic associations, notably with 617 Squadron and the Red Arrows.

The buildings have not undergone any significant alterations and retain their original spacing and style, providing an important reflection of the processes and procedures in operation throughout the base's history, and during important military and political events.

In terms of amenity value, the tree coverage provides the area with an attractive and calm atmosphere, the result of deliberate measures to soften the look of the base and to provide both a pleasant and visually unobtrusive (and therefore protected) aspect to the significant technical buildings. The excellent survival in the area also enhances the value of the area for future interpretation and educational benefit.

The buried archaeological potential of the area is unknown. Buried structures and features relating to WWI use of the site, and below

ground shelters and stores from later periods of the site's use may survive.

Other research potential exists in the detail of the individual buildings (including their interiors), their particular uses, and contribution to base, squadron and personal histories.

**Management Opportunities**

The opportunities and management issues presented by this Character Area relate to the need to conserve key elements of the current Character Area, the opportunities for bringing the buildings back into use, the need for recording prior to any removal or disturbance, as well as building on the attractive nature of the tree cover and the historic associations for amenity and interpretation.

The opportunities for this area are as follows. In the event of development, to:

1. Ensure building survival including form, layout and external appearance, as an important part of the setting and context for the Hangars.

2. Keep and maintain the buildings as far as possible, (using original materials) and reuse, possibly for storage, to ensure continued maintenance.

3. Protect the original landscaping and street furniture.

4. Maintain original access to and movement through the area using current layout of roads and pavements.

5. Investigate the opportunity for interpretation close to or inside buildings, or elsewhere to show original layout and use.

6. In the event of alterations being made to the exterior or interiors of the buildings, ensure that full medium or large format photographic recording is undertaken.

7. Pursue opportunities for research into the buildings, and their recording prior to any alterations.

8. Investigate opportunities for community engagement in recording or other archaeological work, or through organised visits.

### 6.3 Runway and Dispersal WWII (Figure 7)

Three runways, incorporating a north-south aligned runway, an east-west aligned runway (now truncated), and a southwest-northeast aligned runway. Associated with the runway are five 'frying-pan' dispersal areas, which are the only surviving examples within the airfield. The grassed parts of the airfield should be considered in conjunction with this Character Area, as well as with the 1950s Runway.

**Period**: WWII

**Form:** Runway and associated dispersal areas and original perimeter track layout within an open grassed airfield

**Buildings:** No buildings

**Survival:** Features adapted but plan form intact

**Condition**: Maintained

**Complexity:** Single use and abandonment

The Character Area comprises four parts: dispersal areas to the east and west of the Unit Storage and south-west of the Derelict Operations Area, and the surviving WWII runway surface. The areas are defined by the extents of hard standings relating to these early airfield features. The line of the perimeter track around the flying field also survives.

Prior to the paving of the runway in 1943, the flying field was grass. In 1943 a concrete runway was constructed aligning north to south (N-S) and southwest to northeast (SW-NE). To accommodate the aircraft, 'frying-pan' shaped areas of hard standing were built throughout the site. The SW-NE aligned runway was extended at both ends in the 1950s to accommodate the heavier Vulcan bombers.

Views from the areas are extensive. There is a 360˚ view of the surrounding countryside and the rest of the airfield from the centre of the N-S runway. The runway cannot be seen from the main technical or domestic parts of the base, and the frying pan hard standings are hidden within currently grassed areas.

There are no buildings or formal landscaping within this Character Area. Of the twenty-nine frying pan dispersal areas which are known to have existed in 1946, only five survive. While the runway areas are maintained, the dispersal areas are truncated and overgrown. The perimeter track has been re-paved and slightly realigned during later runway extensions, and does not retain its WWII character.

**Values**

The Value of the area is based on the survival of the only remaining remnants of the WWII runway and dispersal areas, so instrumental in events of the 1940s. The dispersal areas represent the defence strategy of the era, and runway layout is a classic example of its type.

In terms of research potential, the buried archaeological potential is high, due to the relatively undisturbed nature of the areas surrounding the runway and dispersal surfaces.

The value of the area is further supported by the survival of its original layout and form, and by the opportunity to record and disseminate information about surviving ground level structures and features relating to WWII.

**Management opportunities**

Due to security issues, there are no opportunities for interpretation or detailed research in this area currently.

There are a number of management issues, however, relating to the survival of the WWII runway, perimeter track and dispersal areas. In the event of alterations or redevelopment, these are to:

1. Maintain surfaces as they currently survive.

2. Ensure recording of ground level features, in particular the 'frying-pan' dispersal areas, which are deteriorating and becoming overgrown.

3. Ensure consideration is given to buried archaeological potential in the context of any development on the airfield.

### 6.4 Runway and Dispersal 1950s (Figure 8)

Airfield runway aligned NE-SW. To the north and south are dispersal areas, operational readiness platforms, the Control tower & fire station and 16 communications buildings dispersed throughout the flying field. The grassed parts of the airfield should be considered in conjunction with this Character Area, as well as with the WWII Runway.

**Period:** Cold War

**Form:** 9,000ft SW-NE runway, with associated dispersal areas and operational readiness platforms. 4 storey control tower and small single-storey buildings dispersed throughout the grassed flying field

**Buildings:** Control tower, fire station and small communications buildings

**Survival**: As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

The flying field is sited on the ridge east of the main base. Most of the runway is contained within the generally rectangular shape of RAF Scampton but the north-eastern end of the runway projects beyond the base's original north eastern corner. The line of the former Ermine Street (A15) has been altered to accommodate the projection.

This Character Area is defined by its function and the open nature of the landscape. The boundary is sharp where defined by perimeter fences, but less clear where the new hard standings merge with earlier roads and pavements around the hangars. The Blue Steel related buildings, and Unit Storage are distinguished from this main layout and contained within separate Character Areas. Areas of the airfield where original WWII hard standings and runway survive are also excluded from the following description.

Before WWI, the area now occupied by the runway was agricultural in character and until 1943 was merely an open grassed airfield, forming part of the aerodrome. In 1955, the current runway and dispersal areas were constructed, extending and altering the 1943 pavement and hard standings.

The area includes the Control Tower, dispersal areas, Operational Readiness Platforms (ORPs) and small buildings associated with flight control, as well as the main runway and perimeter road.

*The main runway looking north-east from the south-western end*

Views across the airfield are available from the current control tower, but not from the original hangar apron and location of the former control tower between the hangars. There is no view onto the airfield from any other part of the base, except from the westernmost housing development south of Pollyplatt Lane.

The only buildings of note within the area are the Control Tower and Fire Station. The Control Tower was positioned in a location where both ends of the extended runway could be seen. There are 16 small single storey buildings dispersed throughout the Character Area which had communication and navigation functions.

There is no planned landscaping. The length of the grass between the runways is kept long for safety reasons.

All access to and from the runway area, including vehicular access, is regulated by the Control Tower, and a single gate in the perimeter fence leading to the technical area. There are also various crash gates around the perimeter fence to exit the airfield into the surrounding road network.

The surface of the main runway has to be continually maintained, but connecting roads and dispersal areas appear to retain their original surfaces. The runways therefore represent a single period of almost continuous use, since construction. The only area of greater complexity is where the previous line of Ermine Street crosses the runway, providing one of the few places on the base where there is a greater complexity or sequence of development and use over a long period.

**Values**

This area is a key feature of the airfield and represents dramatic changes in national defence strategy after the Second World War. The Dispersal Areas and Operational Readiness Platforms (ORPs) physically represent the operational implications of this policy, in particular the capability to respond rapidly to nuclear attack in the early 1960s.

The value of the area is further supported by the survival of its original layout and form, and by the opportunity to record and disseminate information about surviving ground level structures and features relating to the Cold War.

Due to the undisturbed nature of the majority of this area, and its incorporation of Ermine Street to the north east, and the environs of Scampton Roman villa to the south west, there is also high potential for the survival of buried archaeological remains between areas of hard standing and around the runway. The proximity of several areas of cropmarks surrounding the airfield also means that other buried archaeological remains may survive around the edges of the runway.

**Management opportunities**

Due to security issues, there are no opportunities for interpretation or detailed research in this area. However, the following opportunities have been identified. In the event of development, to:

1. Ensure recording of ground level and buried features, in particular dispersal areas and ORPs, as well as recording the layout and function of the 16 small technical buildings dispersed across the airfield.

2. Ensure consideration is given to buried archaeological potential in the context of any development on the airfield.

### 6.5 Unit Storage (Figure 9)

An isolated linear compound running east-west at the northern end of the flying field, with single storey support buildings at the west end, and earth mounded bomb store cells at the east end.

**Period:** Cold War

**Form:** A cluster of planned bomb stores and associated single-storey support and technical buildings, isolated from the rest of the airfield by a large perimeter fence

**Buildings:** Concrete bomb store cells, guardhouse, and small support/technical buildings

**Survival:** As built

**Condition:** Externally maintained

**Complexity:** Single use and abandonment

The area is located at the extreme northwest of the airfield. It is a secure area with its own perimeter fence, which also sharply defines the area's boundary.

These stores were established to house component parts for nuclear bombs, when the base became host to part of Britain's nuclear deterrent.

Views of the flying field from this part of the site are excellent, but the area itself is well hidden from the road, with no current external access to the outside road network. The area can be seen from the northern end of the runway area but it cannot be seen from the southern areas of the airfield.

Today all the buildings, as well as street furniture and road/path layout, survive with no alterations. The Guardhouse, a brick single-storey, square plan structure, with original steel casement windows is positioned at the main gate to the compound. A similar administration building is located just behind. All of the buildings are low rise, and well dispersed with areas of hard and soft landscaping. Lawned areas and groves of deciduous trees occupy the areas between the buildings. The massive bomb stores comprise a series of twenty four cells arranged as two rows surrounded and concealed by an earth and turf bank. A roadway follows the contour of the complex with an access road to each cell.

There have been no alterations to any of the buildings, nor additions to the building stock within this compound, providing a single period site still very much in the form and condition in which it was operational.

The area is well maintained externally, but currently out of use.

*The Guardhouse and Unit Storage area access gate (courtesy of Phil Copplestone, EH 2004)*

*The view to the southwest from the Unit Storage area*

**Values**

The value of this area lies in the survival of the original layout and buildings of this well defined functional area, key to the processes and function of the site in the Cold War. The isolated nature of the site, and potential for separate access from the outside road network provide particularly good interpretation potential. This is further enhanced by the quality of the landscaping and serene nature of the environment within the Character Area, which would provide an attractive as well as educational amenity for visitors.

Cropmarks to the north and west of the area, relating to activities from periods as yet undetermined may also indicate the potential

for the survival of buried archaeological remains within undisturbed parts of the Character Area.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the intact nature of the buildings and layout, and the potential that this presents for interpretation.

The opportunities, in the event of development, are as follows:

1. Maintain the quality of the buildings and structures, and the relationship between the buildings and open space surrounding them.

2. Bring buildings back into use if possible, to ensure continued maintenance.

3. Investigate the possibility of allowing public access to the area, perhaps through reuse as a museum, for storage of archives etc.

4. Where possible to renovate buildings using original materials.

5. Ensure interiors and exteriors are recorded prior to any alteration, and that full medium or large format photographic recording is undertaken.

6. Protect original landscaping and street furniture.

7. Maintain original access to and movement through the area using current layout of roads and pavements.

8. Investigate opportunities for community engagement in recording or other archaeological work, or through organised visits.

### 6.6 Blue Steel (Figure 10)

Two areas developed for the refuelling, storage, maintenance and development of the Blue Steel stand-off missile within the 1950s runway layout. The buildings consist of a converted Type-T hangar, a Dorman Long Shed and electronics building, and the footprint of the Missile Service and Storage Building

**Period:** Cold War

**Form:** Planned cluster of buildings, varying between 2/3-storeys

**Buildings:** Storage hangar, electronics building and MSSB complex footprint

**Survival:** With the exception of the MSSB building which was demolished in 2004, all other buildings survive as built

**Condition:** Maintained externally

**Complexity:** Multi-period, varying use to present day

The area is located to the north of the aircraft hangars and to the south of the main runway. The boundaries of the area are defined by the surrounding runway area and road network.

*The Electronics Building and Control Tower taken from the Hangars & Technical Area*

The buildings within this area were constructed and adapted during the 1950s and 1960s to accommodate, maintain and

distribute the Blue Steel stand-off nuclear missile. The missile storage buildings were demolished in March 2004 due to structural failure, but a T2 hangar, storage sheds and part of the electronics building survive.

The Blue Steel Character Area is defined by the functions of the key buildings. Otherwise, the area is not easily distinguished from the hard standings and dispersal areas which belong to the 1950s. The buildings are all of varying height and scale, depending on function and although they are clearly for a specific process, in appearance are typical of mid-20th century functional structures.

The location of the demolished missile storage buildings (MSSB) is now empty. The T2 hangar and Dorman Long Shed still survive in their 1950s form. There is no planting or other landscaping within this area, as it forms part of the flying field.

*Type-T2 hangar taken from the south*

**Values**

Although unimpressive in appearance, the buildings in this Character Area are rare. They represent the last remnants of Blue Steel related facilities and processes and the T-type hangar is one of the only buildings built during the Second World War to survive within the airfield, albeit with modern alterations for secondary use.

Buried archaeological potential in this area is unknown, but any remains are unlikely to survive within the footprint of any pre-existing or current structures.

**Management opportunities**

Due to security issues, there are no opportunities for interpretation or detailed research in this area. The opportunities and management issues presented by this Character Area relate to the rarity of the buildings and their value in the history of the Blue Steel weapons system. The opportunities are as follows:

1. Research and record the buildings, assessing the role they played in the development of Blue Steel.

2. Ensure interiors are recorded prior to any alteration, using full medium or large format photographic recording.

### 6.7 Storage and Parking (Figure 11)

A 'left over space' containing sheds, and loading bays and informal and formal car parking of various periods.

**Period:** Various

**Form:** A cluster of storage sheds and loading bays in an otherwise vacant corridor between Character Areas

**Buildings:** Marston sheds, loading bays and car parking area

**Survival:** Buildings altered/extended but plan form intact

**Condition:** Externally maintained

**Complexity:** Multi-period, varying use, not currently used

This area lies between the Hangars & Technical Area to the west and the Accommodation & Administration area to the east. In general the buildings on the

boundaries of this area face away from this corridor, creating an interstitial piece between two of the principal functioning areas of the base.

*The Marston Sheds on the right and the Base Stores on the left*

During WWI the area was occupied by hangar buildings, which had been demolished by WWII, after which the area was used for storage and parking purposes. Two further buildings are missing, one to the north of the main car park and one on its western side.

The buildings consist of three Marston sheds – a standard War Office low shed design with end-opening doors, two of which were erected in 1943 but were substantially altered in 1959, probably using as foundations the base of earlier temporary structures. There is currently some debate about the origins and development of these buildings. The front and side of the old main stores building has been converted into separate use by a private company and loading bays added to the original Stores building. The rest of the area has been set aside for car parking.

*Car parking behind the main stores building*

The road network has been changed, and the demolition of buildings has resulted in large open areas of hard standing which form an open-plan concreted area for parking. This has distinguished the area from the surrounding Character Areas, as a 'gap' in the middle of the main Expansion Period station.

**Values**

The potential exists for below ground features associated with the WWI aerodrome to survive within this area.

This area has no other outstanding values, although it forms an interstitial space between the Parade Ground and Hangars & Technical Character Areas and has always been in continued use from the Expansion Period through to the present day.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the potential for the reuse of redundant spaces.

The opportunities are as follows:

1. Bring redundant spaces or hard standings for demolished buildings back into use.

### 6.8 Base Entrance (Figure 12)

The entrance to the base, forming part of the Expansion Period airfield, located next to Ermine Street.

**Period:** Expansion Period

**Form:** Planned cluster of buildings, uniformly single storey

**Buildings:** Brick-built Guardhouse, gate piers. modern guard hut and barrier

**Survival:** Building features adapted but plan form intact

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

The base entrance, which lies north of the eastern end of Pollyplatt Lane, consists of two gate piers, constructed during the Expansion Period, the Guardroom and Fire Party House (which is located to the north of the area) and a modern car park with a contemporary guard hut and barrier. It has been used as the base entrance since the Expansion Period. A new guard hut and car park was added during the 1950s.

The area boundaries are not clear, as the entrance has a strong relationship with the adjacent parade ground and administrative and accommodation areas. However, the area is defined by its open, modern, utilitarian and less formal appearance, and because it appears substantially altered in character from its original layout.

When constructed, the base entrance lacked the artificial barriers which are evident today, with entrance to the base being controlled from the Guardhouse. The photograph below gives an impression of this early appearance, also characterised by larger areas of landscaping and planting.

*The Base Entrance in the 1930s taken from the Station Headquarters*

The immediate focus of the area is the Guardroom. This single-storey building occupies a position to one side of the base entrance, set back from the main gates and perpendicular to Ermine Street. In common with other RAF bases of this period, this arrangement allows an unobstructed view of the SHQ, on the approach to the site.

The original 4ft high parapet walls of the guardhouse have been removed and a pitched roof has been added. There is minimal landscape treatment, which comprises utilitarian grassed areas and modern hardstanding. The road layout has been altered to direct cars to the car park, whereas the original road was designed to take cars directly into the base. Visitors enter through the car park, which was previously a landscaped area.

There are separate carriageways in and out of the base controlled by the security barrier and armed guard.

*The Guardhouse taken from the visitors' car park*

**Values**

Despite having been substantially altered in the past, the area still maintains its broad original location, scale and function, remaining the only entrance to the base, and channelling access to the other areas of the site as originally intended.

The Base Entrance lies directly adjacent to Ermine Street and the possibility exists for buried archaeological remains associated with this, and with the WWI aerodrome, to survive in undisturbed areas.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the sympathetic maintenance of the fabric, including the possible removal of intrusive elements and the reinstatement of some features, the need to conserve key elements of the current Character Area, the need for recording prior to any removal or disturbance, as well as using the attributes of the area for interpretation and presentation.

The opportunities are as follows. In the context of development to:

1. Maintain the use of the area as the main base entrance if possible. If this is not possible then restore the area's formality and monumentality to preserve the appearance of the site from the road, and to ensure the original layout is not lost.

2. Restore the formal landscaping originally provided in the entrance.

3. Ensure interiors and exteriors are recorded prior to alteration, using full medium or large format photographic recording.

4. Maintain the view to the Station Headquarters from the entrance to the station.

5. Maintain traditional channels and patterns of movement from the entrance, or through it, to the rest of the base, wherever possible.

### 6.9 The Parade Ground (Figure 13)

A formal assemblage of contemporary 1930s brick-built domestic and accommodation buildings in neo-Georgian style, surrounding the camp parade ground. The buildings comprise six airmen's barrack blocks, Airmen's Mess/Dining Room and Institute.

**Period:** Expansion Period

**Form:** Planned clusters of buildings, uniformly two-storey, surrounding the open, formerly paved, parade ground.

**Buildings:** Brick-built neo-Georgian barracks, mess buildings

**Survival:** Building features adapted but plan form intact

**Condition:** Externally maintained

**Complexity:** Single use

The Parade Ground is located to the north of the Accommodation & Administration area, between the technical area and the airfield boundary fence. Its boundaries are clear, defined by the buildings and surviving pavements.

The assemblage dates to the early Expansion Period and forms part of the original layout of the site, in which accommodation and facilities were separated by rank. This area was set aside for high ranking non-commissioned officers.

One set of barrack buildings faces the Parade Ground on the west side. A second set on the east side has two facades and so faces both the parade ground and Ermine Street. The Airmen's Mess/Dining Room and Institute buildings complete the enclosure of the parade ground at the northern and southern ends.

*The Parade Ground taken from the south looking towards the Institute*

The parade ground itself provides a large open space distinct from the closely positioned barrack blocks, and is currently used as a car park. The scale of the area is uniformly two storey, with low rise additions to the back of the Airmen's Mess and front of the Dining Room and Institute.

Entry to the Parade Ground is gained from the north and south, channelling traffic only as far as the Medical centre and swimming pool to the north and allowing access to the remainder of the site past the SHQ to the south.

The focus of the Character Area is the parade ground, but alterations to the Dining Room and Institute detract from the original formal arrangement. Visually the barrack blocks are now the dominant features.

*The Parade Ground from the east looking towards the Water Tower*

All the buildings are of the same style. They originally were roofed with concrete slabs but all now have pitched roofs. Building 91 (Type Q barrack) is the most complete survival, as it retains the original windows. All other buildings have modern aluminium frames and double glazing. The Airmen's Mess has been subject to a number of additions at the back and a later entrance obscures the original frontage of the Institute. These alterations detract from the originally formal character of the area.

Landscaping within the Parade Ground is fundamental to its character and atmosphere. The landscaping consists of grass verges, groups of trees, formal box hedges and flower beds. In particular the trees between the eastern sets of barrack blocks, and that behind the western set give the area a residential feel. The hedge in front of the Institute Garden provides the northern boundary for the parade ground. The southern boundary is missing, obscured by later additions to the back of the Airmen's Mess.

*Landscaping within the Parade Ground*

The layout of the road and path network survives intact, although the roads have been resurfaced. There is not a large amount of street furniture within the area but a number of original streetlamps survive, as well as a loudspeaker. There are a few modern 'One Way' signs.

Views into the area are restricted. From the Parade Ground, the water tower provides the most dominant view westwards. To the east, the line of Ermine Street is highly visible.

There has been no infilling to disrupt the planned space within the area, but additions to buildings at the northern and southern ends of the Parade Ground do detract from the formality of the space as originally planned. Despite altered roofing and windows, the character of the buildings and their interrelationships within the space remains intact. The parade ground maintains its original size and shape.

*Original loudspeaker to the rear of the Institute Building*

**Values**

The value of the Parade Ground largely lies in the survival of the original layout of this important assemblage. In its heyday, this area would have been one of the principal focuses of the base and it is an important surviving example of the domestic area of an Expansion Period bomber station. The coherence of the vista provided by the buildings, in all directions from the centre of the parade ground, is evocative of one of the key periods of the base's history and therefore provides some potential for interpretation of the history of the site.

The Parade Ground lies close to the line of Ermine Street, so buried archaeological potential within the area is highest for the Roman period. In addition, buried structures and features relating to WWI use of the site, and below ground shelters and stores from later periods of the site's use may survive.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the enhancement of the fabric, including the possible removal of intrusive elements and the reinstatement of some features, the need to conserve key elements of the current Character Area, the need for recording prior to any removal or disturbance, as well as using the attributes of the area for interpretation and presentation.

The opportunities are as follows. In the context of development to:

1. Renovate buildings reinstating original style of windows and removing later intrusive additions if redundant, and restore the building facades and door surrounds.

2. Maintain the quality of the buildings and the relationship between the buildings and open space. Ensure the enclosed nature of the layout is retained.

3. Maintain the original access to and movement through the area using current layout of roads and pavements.

4. Retain original landscaping and street furniture.

5. Ensure interiors and exteriors are recorded prior to alteration using full medium or large format photographic recording is undertaken.

6. Ensure development takes account of possible buried archaeological potential.

7. Investigate the opportunity for interpretation close to or inside buildings, or elsewhere to show original layout and use.

8. Investigate opportunities for community engagement in recording or other archaeological work, or through organised visits.

### 6.10 Accommodation & Administration (Figure 14)

A group of five contemporary buildings, including the Station Headquarters in the neo-Georgian style, adjacent and closely associated with the Parade Ground. The buildings were used for accommodation, administration and Mess and are set out on the same alignment as other domestic areas. The intrusion of more significant later additions to buildings as well as the less formal arrangement of buildings distinguishes this from the Parade Ground.

**Period:** Expansion Period

**Form:** Planned cluster of two-storey, brick-built buildings

**Buildings:** Station Headquarters, barrack blocks and combined mess

**Survival:** As built, with additions and alterations

**Condition:** Station Headquarters and combined mess are maintained for use, while the barracks are externally maintained only

**Complexity:** Single continuous use

The area is located to the south of the Parade Ground and east of the Cold War barrack blocks. The boundary of the area to the west is unclear, but is defined primarily by the change in building style and landscaping. To the south the boundary is defined by Pollyplatt Lane. To the north and east the area is distinguished from the base entrance and parade ground by the differences in survival of buildings, and less formal character.

*The Station Headquarters taken from the Base Entrance*

This area is less distinctive than the Parade Ground, due to its open nature, and later additions, and lacks the enclosed and formal feel of the Parade Ground, but the two areas are clearly closely related.

All the buildings within the area were built during the Expansion Period. The original plans of all the buildings remains intact, with flower beds, trees and hedges defining and creating the garden character of the areas around and between the buildings. Pathways between the blocks are narrow, in comparison with the broader layout of the Cold War pathways to the south. Paths around the adjacent Cold War accommodation blocks area into this area stop short, suggesting the prior existence of temporary buildings in the open space between the barracks and Pollyplatt Road.

There are three types of buildings within the area: the H-type barrack blocks; the Sergeant's Mess and the Station Headquarters and operations block. They all belong to the 1930s and are of the same neo-Georgian style. The Station Headquarters is the more dominant building, and faces away from the others towards the base entrance. There are traces of camouflage paint on the brickwork of the barrack blocks.

*H2, the middle of the three H-blocks*

There is an unbroken view from the Station Headquarters to the Base Entrance. The feel of the area is open, with much of the original street furniture, such as lighting and pavements surviving. Although building approaches and entrances remain the same, and the plan layout of the roads survives, alterations have compromised the original character of the area to a greater extent than in the Parade Ground. The Station Headquarters however has not undergone significant alterations and has retained its flat roof. The sergeant's/combined mess has a modern entrance, second storey additions aluminium style windows and pitched roof.

*The Combined Mess*

The landscaping within the area has a garden-like appearance. There are shrubs planted against the buildings, and there are several groups of fruit trees occupying the grassed areas.

**Values**

The area forms part of the original layout and buildings of the Expansion Period airfield and since then, the base has always been administered from this area. It is thus a key part of the history and function of the base.

The area also lies close to the line of Ermine Street and the potential exists for buried archaeological remains associated with the road to survive in undisturbed areas. There is also the potential for remains associated with the WWI aerodrome and later temporary WWII structures to survive in undisturbed areas.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the need to conserve key elements of the current Character Area, the opportunities for bringing the buildings back into use, the need for recording prior to any removal or disturbance, as well as maintaining the original Expansion Period landscaping and layout, and understanding the historic associations for amenity and interpretation.

The opportunities are as follows:

1. Maintain the quality of the buildings, and the relationship between them and the surrounding open space.

2. Renovate buildings using original materials, replacing windows in original style, removing intrusive and piecemeal additions if redundant.

3. Ensure the Station Headquarters retains its focus facing the base entrance.

4. Ensure interiors and exteriors are recorded prior to alteration, as well as

vestiges of camouflage paint, which should be protected.

5. Retain original landscaping, paths and street furniture, in particular the gardens and landscape features close to the barracks, wherever possible.

6. Maintain original access to and movement through the area using current layout of roads and pavements.

7. Ensure development takes account of possible buried archaeological potential.

8. Investigate opportunities for community engagement in recording or other archaeological work, or through organised visits.

9. Investigate the opportunity to provide an interpretation display centre in the Combined Mess.

### 6.11 Officers' Mess (Figure 15)

Officers' accommodation, set within a large open space south of the principal route through the base. The buildings consist of two-storey blocks facing north-south, of several phases set within attractive lawns and gardens.

**Period:** Expansion Period

**Form:** Planned cluster of buildings, consisting of a single storey central mess building, with a pair of two-storey accommodation wings

**Buildings:** Officers' Mess with accommodation wings, all brick-built

**Survival:** Buildings altered/extended but plan form intact

**Condition:** Externally maintained

**Complexity:** Single use and abandonment

This area is located at the southern boundary of the airfield. The boundary is well defined to the north of the area, where a regular line of trees along Pollyplatt Lane separates it from the Cold War Accommodation and Hangars & Technical area. To the south, east and west the boundary of the area is defined by the station perimeter fence, and beyond it to the south, open countryside.

The central Mess was constructed during the Expansion Period, and was altered and added to during the Cold War period. It was used for living accommodation for single officers and for taking meals.

*The ivy-covered main entrance of the Officers' Mess*

The building was developed in several phases, predominantly since 1955 when RAF Scampton was upgraded to a Type C category bomber base. All alterations and extensions were carried out within the Expansion Period neo-Georgian style, but there is currently some dispute as to the precise phasing of the buildings. Original sash windows survive in the main accommodation wings, and traces of camouflage paint survive on the south eastern buildings. The central range of the Mess is single storey, while the accommodation blocks are two-storey. There are parking spaces still at the back of the Mess. Original lighting also survives at the southern entrance. The building is shielded on the west side from the Recreation Character Area by trees, which close off the courtyard from the open space beyond. The building is quite clearly detached from the rest of the site, with the open field to

the north providing a buffer between the two spaces. Inside the buildings, many original features survive well, including fireplaces, signage and other fitted furnishings.

Orchards and gardens are still maintained to the east side of the main block, and paths and approaches are as originally planned close to the building. In the garden area, a number of hard standings and low concrete features represent the bases of the former cricket pavilion and sheds.

*Fruit trees to the west of the accommodation wing*

There is no longer vehicular access to the Officer's Mess as the original road now forms part of the public access to the housing estate to the south, and is fenced off. This has severed the buildings from the main site and given it an isolated feel. The Mess can be approached on foot across the playing fields to the north.

The open nature of this area means that it offers views to the Cold War Accommodation, Hangars & Technical areas, as well as out of the camp to the residential areas and beyond. It also provides a key visual focus *from* the residential areas to the south.

*The Officers' Mess from the Cold War Accommodation Area*

**Values**

The value of this area lies in the survival and quality of its original form, and in the character and appearance of the surviving accommodation and formal social functional parts of the Mess buildings, including the interiors.

The location and layout of the Mess reflects the importance of the distinction between ranks as represented on all Expansion Period airfields.

The relatively undisturbed nature of the majority of the area, and its proximity to Ermine Street and to Scampton Roman villa means that there is also the potential for the survival of buried archaeological remains.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the need to conserve key elements of the current Character Area, the opportunities for bringing the buildings back into use, the need for recording prior to any removal or disturbance, and for maintaining the open spaces around the buildings.

The opportunities are as follows:

1. Maintain the quality of the buildings, and the relationship between the buildings and open space surrounding them.

2. Renovate buildings using original materials, replacing windows in original style.

3. Ensure interiors and exteriors are recorded prior to alteration, as well as vestiges of camouflage paint, which should be protected.

4. Carry out historic building assessment to phase the periods of development of the building

5. Retain original landscaping, paths and gardens, as well as street furniture in the car park to the rear.

6. Consider the restoration of original access to and movement through the area using current layout of roads and pavements.

7. Ensure development takes account of possible buried archaeological potential.

8. Investigate opportunities for community engagement in recording work, or through organised visits.

### 6.12 Accommodation Cold War (Figure 16)

Four barrack blocks, aligned on Pollyplatt Lane, set within plain lawns.

**Period:** Cold War

**Form:** Planned cluster of buildings, uniformly two-storey

**Buildings:** Barrack blocks, brick-built

**Survival:** As built

**Condition:** Externally maintained

**Complexity:** Single use and abandonment

The area is located directly to the south west of the H–block barracks and Sergeant's Mess and faces Pollyplatt Lane on the southern side. Its boundaries are defined by the roads to the north and south; to the east and west, styles and periods of buildings contrast with adjacent Character Areas.

The barracks were built in the landscaped area surrounding the Expansion Period H-blocks in the 1950s. In fact trees between barrack buildings are likely to belong to the earlier period of site development. Three of the buildings are laid out lengthways east-west along Pollyplatt Lane, with a single building at the western end lying at right angles to Pollyplatt Lane. There do not appear to have been any alterations for planting or other associated features to the lawn area between the buildings. The barracks are all brick-built, two-storey with original windows and pitched roofs and are quite distinct from the neo-Georgian style of the adjacent Expansion Period buildings.

Landscaping is minimal. There are a few trees between the buildings and none of the box-hedges or flower beds of the adjacent area. A group of trees between the buildings facing Pollyplatt Lane may be the remnants of an original avenue between the main accommodation areas and Officer's Mess.

There are no roads in the Character Area, and the paths and approaches are rectilinear and broader than in the adjoining areas. Access to the site is not controlled, unlike in surrounding areas. There are no clear entrances and exits to the group. The buildings are accessed using the path network which leads from the roads and pavements of surrounding the areas.

The accommodation blocks look south into the open sports field, and in the distance to the surrounding countryside. They obstruct views of the rest of the base from Pollyplatt Lane.

*Barrack block taken from the Accommodation & Administration 1930s Area, looking west*

**Values**

Although the buildings seem to be plain and unprepossessing, this area reflects the defence strategy of the time through the need to accommodate the increased numbers of service people required to maintain Britain's nuclear deterrent. Prior to development of this area in the 1950s, temporary buildings stood here, for which paths survive extant at the east, within the gardens of the H-blocks. There is therefore the potential for buried structures and features relating to prior use of this part of the site.

**Management opportunities**

Management issues and opportunities in this area are limited:

1. Ensure interiors/exteriors are recorded prior to alteration using full medium or large format photographic recording.

2. Ensure development takes account of possible buried archaeological potential.

### 6.13 Recreation (Figure 17)

An open space at the southern end of the Officers' Mess, used for recreation.

**Period:** Expansion Period, WWII, Cold War

**Form:** Planned playing field

**Buildings:** No buildings, tennis courts

**Survival:** As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

This is an area of open lawn, located to the south and east of the Officers' Mess & Quarters used as playing fields.

The site is bounded to the east, south and west by the station perimeter fence, with the 1930s, 1950s and 1960s family quarters which are now cut off from the station by the perimeter fence, lying to the south. To the north it is bounded by the Officers' Mess.

*Looking north to the main station buildings from the tennis courts*

**Values**

The area has always been maintained as open space, and used for recreational purpose by the occupants of the base, a facility which will continue to be needed when the base is reactivated. The undisturbed nature of the majority of the area means that the potential exists for the survival of buried archaeological remains especially from the Roman and later periods.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the current open space and the need to conserve this for future recreational use.

The following opportunities have been identified:

1. Ensure the open space is maintained for recreational use

2. Ensure any future development takes account of possible buried archaeological potential.

## 6.14 Sports and Medical (Figure 18)

Small area consisting of three buildings, closely associated with the formal, public area of the Parade Ground, but relating to the private lives, in particular the health, of the station personnel. The buildings comprise swimming pool, infirmary and ambulance station & mortuary. There is little in the way of landscaping.

**Period:** Expansion Period

**Form:** Planned cluster of buildings- the infirmary is two-storey, while the mortuary and swimming pool are single storey

**Buildings:** Swimming pool, infirmary and ambulance station, brick-built

**Survival:** As built, with modern additions

**Condition:** Infirmary maintained for use, swimming pool and ambulance station externally maintained

**Complexity:** Multi-period, varying use to present day

All the buildings were built during the Expansion Period. The area is located to the northeast of the Parade Ground, and is bounded to the east by Ermine Street, and to the north and west by the Post-War Clearance area. It is distinguished from the rest of the Expansion Period airfield by the lack of formal landscaping and by the function of the buildings.

*The Medical Centre taken from the west*

The original plan of the infirmary, (now called the medical centre) and mortuary remain intact, but the swimming pool was significantly altered in the 1960s and 1970s. In the 1960s it was covered over with a large white roof to the back of the building.

From this area the southern part of the flying field looking across the Post-War Clearance area can be seen. The C-type hangars are visible as are the water tower and central heating station. From the infirmary, there is a view south into the Parade Ground.

*The ambulance station and mortuary*

**Values**

The area represents part of the original layout of the Expansion Period airfield and demonstrates a key function of the base to serve the needs of the private lives of the base occupants.

The proximity of Ermine Street suggests that buried archaeological remains may be found within undisturbed areas surrounding the buildings.

**Management issues and opportunities**

Opportunities in this area are limited:

1. Ensure interiors and exteriors are recorded prior to any alteration using full medium or large format photographic recording

2. Ensure development takes account of possible buried archaeological potential.

### 6.15 Services and Utilities (Figure 19)

A concentration of seven buildings set within a lawned area, associated with the services and infrastructure of the base, including central heating and water. Set out in the same plan as other Expansion Period airfields.

**Period:** Expansion Period

**Form:** Planned cluster of single storey buildings, and two high-rise buildings

**Buildings:** Water Tower, Central Heating Station and AMWD yard and associated buildings

**Survival:** Buildings altered/extended but plan form intact

**Condition:** Externally maintained

**Complexity:** Multi-period, varying use

This is a small Character Area located between the Parade Ground and Hangars and Technical areas. It is defined by the scale and function of the buildings. The two main buildings are equivalent to about six-storeys high, and are visible from the majority of the rest of the built-up area of the base, providing a point of reference both within and from outside the fence.

The Central Heating System building was constructed in 1936, with major extensions in 1966 and 1971, while the Air Ministry Works Directorate Offices (AMWD), water tower, workshops and yards all date from the Expansion Period with periods of alteration and extension during the 1950s.

This area is dominated by the large scale water tower and central heating station, within an open space looking directly out over the

site to the north. Garages and other storage buildings between this area and the cleared area of the site to the north have been removed, with the remaining and new buildings in the surrounding areas being small scale by comparison. There is no discernible landscaping in the area, other than that at the boundaries of the adjacent Hangars and Technical area. Paving and surfaces appear to be original.

*The Water Tower and AMWD buildings*

The water tower is the most prominent building within the Character Area, and is in better repair than the Central Heating Station. The two buildings are of contrasting appearance, with the heating station covered with dark brown render, while the water tower maintains its original brick finish. The AMWD Yard and Water Tower has undergone little external alteration since it was built in 1938. However, the interior has been converted into offices in places. Extensions were added to the Central Heating Station in 1966 which involved the destruction of an air raid shelter and explosives store.

The roads in the area survive as originally planned, and motor traffic flow is controlled by them. However, the removal of some buildings and the extension of roads has removed much of the original layout. Original streetlamps are still present within the area.

The dominant view from within the area is into the Hangars and Technical area, which provides a contrast with its trees and particular building types. The Parade Ground is obscured from the back by landscaping and the backs of the barrack blocks.

*The Central Heating Building with associated infrastructure*

**Values**

The value of the Character Area largely lies in the survival of the original layout of this important assemblage. In its heyday, this area would have been responsible for the provision of water and heat to the rest of the base. The water tower and central heating station also contain original machinery and processing equipment. The two buildings fulfil a valuable function as points of reference both from elsewhere within the base and from outside the fence.

There is the potential for features associated with the WWI aerodrome to survive within undisturbed parts of the area.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the need to conserve key elements of the current Character Area, the opportunities for bringing the buildings back into use, the need for recording prior to any removal or disturbance,

as well as considering the contribution of the water tower and central heating building to views both within and from outside the base.

The opportunities are as follows:

1. Ensure building survival including the form and external appearance of both major structures.

2. Record buildings prior to any alteration.

3. Maintain views to the key buildings from other areas.

### 6.16 Derelict Operations (Figure 20)

A single building, known as the Operations & Briefing block with a small parking area, set within a grassed plot with stands of trees. The building, now derelict, was used most recently by Vulcan aircrews as mess, operations and briefing rooms.

**Period:** Cold War

**Form:** Planned cluster of connected brick-built single-storey buildings

**Buildings:** Operations Room and aircrew meals area

**Survival:** Integrity of plan form compromised

**Condition:** Needs refurbishment for use

**Complexity:** Single use and abandonment

Located at the south-western end of the arc of hangers facing the runway, the Operations & Briefing Block is believed to have been built between 1956 and 1957. The complex comprises the Operations & Briefing Block and Aircrew Canteen, which was extended in the 1960s. The building fulfilled several functions and was divided into a library, operations room, target material store, special briefing room, ASR (Air Sea Rescue) demonstration room, classrooms, bomb plotting room, signals office and other offices.

The Operations Room is surrounded by an orchard of fruit trees which provide some tranquillity and is similar to the appearance of the core of the Hangar and Technical Area, although it does not belong to the Expansion Period.

*A Rowan tree outside the Operations Room*

The main view from the area is to the north and west, overlooking the main runway. To the south it looks across Pollyplatt Lane to the 1950s Family Quarters.

**Values**

The value of the building surviving in this area lies in its association with the introduction of the Vulcan bombers to RAF Scampton, and the function it performed in the training and briefing of the crews. The site lies to the southwest of the airfield, where there is some potential for the survival of archaeological remains, outside the building footprint.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to the current derelict state of the buildings and the need to conserve key elements of its plan and landscape character.

The following opportunities have been identified:

1. Ensure interiors are recorded prior to alteration.

2. Retain original landscaping, paths and street furniture wherever possible.

### 6.17 Post-War Clearance (Figure 21)

Large open area set on the eastern edge of the airfield, north of the Parade Ground. It originally contained accommodation buildings, garages and storage areas which have all been demolished. Original paths and roads survive as well as occasional landscaping, building footings and lampposts, giving the area an abandoned feel.

**Period:** Expansion Period & WWII

**Form:** An open area previously occupied by junior ranks' accommodation, garages and utility buildings

**Buildings:** No buildings, several areas of hardstanding

**Survival:** Integrity of plan form compromised

**Condition:** No refurbishment possible

**Complexity:** Single use and abandonment

The area is located to the north of the technical and domestic areas of the station. To the east, the boundary is defined by the base perimeter fence, and the open and rather abandoned feel contrasts with the built up adjacent Character Areas to the north, west and south.

The area previously comprised junior ranks' accommodation, in the form of housing set around a semi-circular road to the east. These houses were demolished in 1985-86. Prior to this, the area was occupied by WWI and WWII temporary accommodation and storage structures.

Dotted irregularly across the generally lawned area, are a number of areas of footings and hard standings of previous structures, including sheds, garages and street furniture. The original road and pavement layout survives intact.

Access to the area from the south is gained from the Hangars & Technical, Parade Ground and Sports & Medical Character Areas. From the north, access is gained from the runway perimeter road and Blue Steel Character Area. There is no direct exit from this area off the base, although an emergency exit leads from the area to Ermine Street.

*Possible electric substation located in the southwest of the character area*

There are clear views from the area to all the hangars and other technical and domestic areas, the air control tower and to the rest of the open runway area. This area can be clearly seen from the road, although some screening is provided by trees.

*Hangar 1 taken from the middle of the Post-War Clearance area*

*Surviving road, lamppost and garden features*

**Values**

The area, while not containing any of its original buildings still exhibits its original Expansion Period layout, with roads, paths, and street furniture still surviving.

There is research potential and value in the surviving elements of the site, and in the examination of distinct parts of the area which require identification and establishment of former function.

Due to the proximity of the site to Ermine Street there is the potential for archaeological remains associated with this to survive within the area, as well as buried remains of later buildings and structures.

**Management opportunities**

The opportunities and management issues presented by this Character Area relate to its potential for redevelopment.

The opportunities are as follows:

1. Redevelopment of the area to bring it back into use as part of the base.

2. Ensure original layout and paths/ landscaping are retained in the context of any redevelopment, wherever possible.

3. Ensure recording of the original layout of the area prior to alteration.

4. Ensure development takes account of possible buried archaeological potential.

5. Investigate opportunities for community engagement in recording or archaeological work.

### 6.18 School (Figure 22)

A primary school built for the children of RAF personnel in 1961. The building, typical of 1960s primary school design, is low-rise with flat roof and large windows, prefabricated extensions and informal shape, set within a playground.

**Period:** Cold War

**Form:** Planned cluster of single-storey school buildings.

**Buildings:** School complex, brick-built

**Survival:** As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

The School is located immediately to the south of the base entrance, adjacent to the eastern perimeter fence. It is now cut off from the base by a fence.

The first Scampton RAF School was housed in 1951 in the Officers' Mess building. New school buildings were officially opened on 24 November 1961 and children moved into the new school in January 1962. The school is now known as Pollyplatt Community School.

The buildings are typical of small primary schools built in the 1960s, with a flat roof, large windows and uniformly one storey high. There are several prefabricated extensions which present an informal building layout.

*Pollyplatt Primary School*

The buildings are surrounded by pleasant large grassy areas with trees and flowering shrubs, wild areas, a herb garden an environmental pond and two adjacent hard surface playgrounds.

**Value**

The school reflects the fact that the site was a living workplace. Its location close to Ermine Street means that the potential exists for the survival of buried archaeological remains associated with the Roman period especially in undisturbed areas.

**Management opportunities**

This Character Area is no longer part of RAF Scampton and as such is not subject to any proposed development plans. Management opportunities have therefore not been identified here.

### 6.19 Married Quarters 1930s (Figure 23)

Small enclave of ten houses for senior ranks, set around a square open space.

**Period:** Expansion Period

**Form:** Planned cluster of two-storey brick built houses

**Buildings:** Two large detached houses and eight smaller detached houses

**Survival:** As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

This area is located south of Pollyplatt Lane and the School, between the eastern perimeter fence and the Officers Mess. The 1950s family quarters lies immediately adjacent to the south.

The large houses were built in the Expansion Period to accommodate senior officers and their families. Today these buildings are excluded by a fence from the now reduced RAF base. Now privately owned, they are no longer occupied by RAF personnel.

The detached houses are brick-built, two storeys and of formal neo-Georgian style with large gardens to the rear. None of them appear to have undergone major alterations and they still present a coherent and planned appearance. The houses are arranged around a rectangular open space which is aligned on the general site north-south grid. The largest house is the former Station Commander's, whose plot occupies the entire east side. The rest are arranged on the remaining three sides, although the south side, occupied by generally smaller houses, is somewhat cut off by the access road which leads from Ermine Street. This access arrangement, laid out when the 1950s family quarters were built (see below), provides direct entry to this area, independent of the secure main entrance to the base.

*The original station commander's house*

**Values**

This area reflects the zoning of residences according to rank, and as such contributes to the understanding and appreciation of the original base layout.

The area lies on the line of Ermine Street and the potential exists for buried archaeological remains associated with this to survive in previously undisturbed areas.

**Management opportunities**

This Character Area is no longer part of RAF Scampton and as such is not subject to any proposed development plans. Management opportunities have therefore not been identified here.

### 6.20 Married Quarters 1950s (Figure 24)

Two areas to the south of Pollyplatt Lane consisting of detached and semi-detached family accommodation in various styles.

**Period:** Cold War

**Form:** Planned cluster of two-storey brick built houses

**Buildings:** Detached and semi-detached estate houses

**Survival:** As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

This Character Area is in two parts. One is located to the south of the 1930s Family quarters and another lies to the south of the Hangars and Technical areas and Pollyplatt Lane.

The housing in the eastern part was built on land acquired and incorporated into the base for the purpose. The westernmost area did form part of the WWII airfield, when hard standings and dispersal were constructed.

Both parts of the Character Area are clearly defined by the regular form, style and materials of the relatively closely-spaced houses and gardens. The boundaries are defined by the network of access roads, as well as the station fence at the extreme east side. The layout of streets is aligned on the general north-south site grid, except at the west side of the western part, where the street follows a zigzag. There are a number of open spaces, play areas and other recreational space, particularly in the western part.

*1950s officers' accommodation*

All the houses are two-storey, but vary somewhat in character and size, perhaps depending on period of development, or even on a variety of simultaneous building contracts, which may have been employed to develop the houses quickly in response to new operations.

Dominant views from these areas other than to open countryside include the Hangars, southern part of the airfield and Officer's Mess.

**Values**

The area reflects the need to establish additional housing for families of the officers based at Scampton, usually at times of increased activity due to base reactivation or development in response to world events. The area therefore contributes to the overall understanding of the context and nature of the development of the base.

The easternmost part of this area is located close to Ermine Street and westernmost area lies within proximity of Scampton Roman villa - there is the possibility that remains may survive, in particular in open spaces, and areas formerly occupied by the airfield, but these undeveloped areas are limited.

**Management opportunities**

This Character Area is no longer part of RAF Scampton and as such is not subject to any proposed development plans. Management opportunities have therefore not been identified here.

### 6.21 Married Quarters 1960s (Figure 25)

Large area of housing at the western end of Pollyplatt Lane, consisting of curvilinear streets with traditional two- storey detached and semi-detached houses set in lawns with gardens at the rear

**Period:** Cold War

**Form:** Planned cluster of two-storey brick built houses

**Buildings:** Two-storey family estate houses

**Survival:** As built

**Condition:** Maintained for use

**Complexity:** Continuous single use, historic to present

This area is located at the western end of the built up area of the RAF base, between the southern end of the runway and the 1950s married quarters.

The area was occupied by dispersal areas during WWII. Today the area is cut off from the base by the main boundary fence to the west and north. The eastern boundary of the Character Area is defined by the contrast in the style and form of the buildings between this area and the 1950s housing. To the south it is bounded by open land. The curvilinear street layout also contrasts with the rest of the base.

All the houses are two-storey with pitched roofs, but they vary in character and size, again depending on period of development. They front onto the streets, although many overlook the open spaces of the airfield or surrounding countryside. There are wide grassed kerbs on many of the streets and occasional small trees.

*1960s family accommodation*

**Value**

This area also reflects the need to establish additional housing for families of the officers based at Scampton, usually at times of increased activity due to base reactivation or development in response to world events. The area therefore contributes to the overall understanding of the context and nature of the development of the base.

The location of the area in close proximity to Scampton Roman villa means that there is a high potential for buried archaeological remains associated with it to survive within previously undisturbed areas.

**Management opportunities**

This Character Area is no longer part of RAF Scampton and as such is not subject to any proposed development plans. Management opportunities have therefore not been identified here.

# 7. FUTURE MANAGEMENT ISSUES

## 7.1 Management principles

Management issues and opportunities have been identified above in relation to specific Character Areas, and to the particular values that each Character Area represents.

Development on the site will need to be informed by those values which contribute to Scampton's unique heritage and character, leading to beneficial change, enhancing existing character, and ensuring that new development is integrated into the existing fabric of the site.

In general terms, the following are the key principles which underpin the recommendations of the previous chapter, and a commitment to these principles should form the basis of a future management agreement:

- The historic fabric of the base is a valuable asset, and particular buildings and areas contribute to the unique character and significance of the site. There should be a presumption that these key buildings and areas should be protected.

- The plan and layout of the site, including its landscaping, spaces and the hierarchy of technical and domestic areas are vital to the understanding of the development of the airfield, and of the processes and events which took place there. The overall character of the site provides an important setting and context for individual buildings of significance.

- The road network and original accesses should be preserved if possible, to ensure continuity of flow through the site, and enable appreciation of the historic nature of the base during its continued use.

- There must be an awareness that even apparently small and non-descript buildings and features have a contribution to make to an appreciation of the overall planned site and of its history. Even if not worthy of preservation, these need to be fully recorded prior to alteration. This includes the interiors of the buildings on the site.

- In order to maintain the existing fabric of the site as far as possible, the reuse of current building stock should be considered before planning demolition and redevelopment.

- The restoration of original building features (windows, roofing) or landscape features should be considered in the context of any redevelopment for reuse. The reinstatement of features will enhance the legibility of the heritage of the site.

- Interpretation and educational opportunities should be considered, to promote the history and significance of the base to those who work there, but also as far as possible for public benefit.

- The buried archaeological potential within the boundary of the airfield is high, and archaeological investigations will need to be carried out if areas are to be developed where there has been no previous disturbance.

- There are some aspects of the site's history and development which require further research, to confirm or identify further values and significances not yet understood. Full understanding of the nature of the fabric of the site is vital to inform future planning.

## 7.2 Risks and vulnerabilities

The site values are embodied in the fabric of the site, and in the written and remembered history of the base. Risks to those key values therefore derive from:

- Redevelopment plans proposing the demolition or redevelopment of current areas of value
- Natural deterioration in condition over time within abandoned areas, and where buildings are not brought back into use.
- Lack of knowledge and understanding of the significance of certain areas and structures, leading to lack of appropriate management provision
- Lack of realisation of the potential for public and educational benefit, leading to missed opportunities for positive publicity and community appreciation of the site's heritage

The following provide examples of the site's particular vulnerabilities in relation to identified key values.

*Threat to historic and political associations.* Particular threats include any changes to the Hangars & Technical Area, runways and hard standings and Blue Steel and Cold War related buildings. Here any alteration and adaptation should be carefully considered.

*Threat to the site's reflection of military technologies and processes.* Vulnerabilities include proposed changes to the layout of the site, road network, spaces between buildings, and the hierarchy within and between domestic and technical areas.

*Threat to the quality of the site's plan and surviving fabric.* Negative changes would include those which alter the site's distinctiveness and atmosphere, such as through alteration or removal of surviving detail on buildings (camouflage paint, other original features, windows, signage), surviving street furniture, pavement and road widths, landscaping (including trees, hedges and flowerbeds), and building form (the grand Neo-Georgian style, or functionality of the airfield infrastructure and technical buildings).

*Threat to potential community value.* Vulnerabilities include proposals which would alter areas where there is highest density of intact features, offering the most potential for community appreciation. Those areas where original features and character survive well, and where legibility is clear, include the Unit Storage, Hangars & Technical area, Parade Ground and H-type barracks.

*Threat to research potential.* Particular threats would include changes to key buildings on the site prior to further research and investigation. In particular, accommodation blocks and the technical areas offer the opportunity for detailed research and recording, including interiors. Surviving interior detail includes signage and original furniture or features (the oven, fireplaces dumb waiter, staircases, in the Dining Room for example). Archaeological research potential may also be lost if appropriate fieldwork is not carried out in the context of new development.

## 7.3 Opportunities

The following particular opportunities have been identified in relation to the site as a whole, but many particular Character Areas will offer the potential to realise these opportunities in specific ways. This potential has been captured in the management opportunities sections in Chapter 6.

- Bibliographic research: A full bibliography of primary and secondary sources, including airfield plans, photographs,

written documentation, diaries, journals, published biographies and film footage would complement the significant amount of documentary research work already carried out, and provide a firm baseline for the future management of the site, including designation purposes and for future interpretative and research projects.

- Recording and interpretation of interiors: Survival of unusual features or alterations within externally standardised buildings should be assessed. In particular, buildings whose origin and historic development are unclear should be further investigated (for example the Marston sheds, and Officers' Mess). Unique features may represent the deployment of particular technologies or the function and operation of specific equipment and aircraft deployed at Scampton. Wall art and other artistic representations should also be recorded in line with recent English Heritage published guidance (English Heritage 2004). Detailed internal survey and photography of the buildings on the site would enable a full record to be made of surviving painted, drawn, applied and inscribed messages which are likely to survive within many of the residential and technical buildings.

*Back entrance to the Officers' Mess*

*Oven at the Parade Ground Dining Room*

- Oral history: Ex-servicemen and their families hold valuable details and stories to complement written accounts and records of Scampton's history. Well preserved areas of the site, and many of the interiors would probably provide good triggers for oral histories – evoking memories among those who have worked and lived at Scampton.

- Interpretation: There may be the opportunity within future development plans to provide information through pamphlets or books to explain the original layout and use of the site. A leaflet will be produced based on this Characterisation as a first step in the production of this kind of material. In more accessible areas, where opportunities exist for the provision of amenities, such as open space for recreation, sitting or walking, interpretation boards might even be provided. Such areas might include the gardens around the Officer's Mess, Parade Ground or Unit Storage. The future establishment of Heritage open days, for which guided walks of the site might be developed, could also be explored.

- Community projects: The historic associations and character of the base have the potential to be promoted and used among the local community to inform local history learning, and to ensure that those with Scampton connections who

now live remotely are able to enjoy and appreciate the ongoing history of the base. Already offers are being made to local schools to provide material and access to the base (*with limited success at present, Merv Hallam pers comm.*) and information relating to the museum and history of the site is accessible through the internet. Additional potential exists for publication and promotion of the built environment of the base at events and through existing community groups; through improving relationships with local schools; developing the museum and archive; and through providing information and access to the history of the site to future new residents at Scampton.

- Buried Archaeology: The full nature, extent and significance of buried archaeological resources on the site of the airfield is yet to be determined. While key areas of potential have been identified, including areas of potential pre-Roman, Roman and Medieval archaeology, as well as areas which may yield remains associated with early military use of the site, these need to be more clearly defined. In the context of new building on the site, the archaeological resource will provide a potential constraint, unless better understood. The archaeological resource also offers an opportunity for community involvement and educational benefit.

## 8. REFERENCES


**Appleyard, Simon, & Shannon, Irene,** 1965 *Ermine Street, A Journey into History* in Lincolnshire Life Vol. 5 Nos. 5 (part 1) & 6 (part 2), Nov/Dec 1965 & Jan/Feb 1966

**Blake, RNE,** 1984 *Airfields of Lincolnshire since 1912* Midlands Counties Publications ISBN 0904597326

**Cocroft, W,** 2001 *Cold War Monuments: an assessment by the Monuments Protection Programme* English Heritage

**Cocroft, W & Thomas RJC,** 2003 *Cold War: Building for Nuclear Confrontation 1946-1989* English Heritage, London ISBN 1-873592-69-8

**Department of Culture Media & Sport,** 2003 *Protecting the Historic Environment: Making the System Work Better*

**English Heritage** 'Characterising Heritage Places' draft template project design issued in draft October 2003

**English Heritage** *Military Wall Art: Guidelines on its significance, conservation and management* (2004)

**English Heritage** *Monuments of War: the evaluation, recording and management of twentieth-century military* sites (1998)

**Francis, P,** 2004 *RAF Scampton* Internal consultation document for English Heritage Pilot Project

**Illingworth, Cayley** 1808 *A topographical account of the parish of Scampton, in the county of Lincoln, and of the Roman antiquities lately discovered there : together with anecdotes of the family of Bolle* London : Printed for T. Cadell and W. Davies

**Lake, J,** 2003 *Twentieth Century Military Sites* English Heritage, London

**Leicester University & Lincoln Archaeological Trust,** 1973 *Excavations at Scampton Roman Villa* in Britannia : a journal of Romano-British and kindred studies Vol. 5/1974 424, 466

**May, Jeffery,** 1976 *Prehistoric Lincolnshire* in History of Lincolnshire Vol. 1 Lincoln (86 Newland, Lincoln) : History of Lincolnshire Committee ISBN/ISSN 0902668005

**Sawyer, Peter H,** 1998 *Anglo-Saxon Lincolnshire* in History of Lincolnshire Vol. 3 Lincoln History of Lincolnshire Committee for the Society for Lincolnshire History and Archaeology, 1998 ISBN/ISSN 0902668021

**Schofield, John,** 2004 *Modern Military Matters: studying and managing the twentieth-century defence heritage in Britain, a discussion document* Council for British Archaeology ISBN 1-902771-37-0

## 9. FIGURES